VOLUME X NUMBER 6 48 PAGES

Cycle News WEST

February 20, 1973

America's Largest Weekly Motorcycle Circulation

MORE Frame Trickery

MORE Mighty Minis

MORE Florida Sunshine Motocross

MORE of Yamaha getting its own INDOORS

and more "Find the Blooper" contest entries than you'd expect

50¢

EVEL DIDN'T MAKE IT

See Page 27

Roberts Wins, Hocking Takes Title, and Yamaha Finally Gets a Cup at the Garden

Kenny Roberts: two Yamaha Cups in two weeks. Not a bad way to start a season.

By Gary and Joanne Van Voorhis

NEW YORK, N.Y., Feb. 5, 1973 – Ken Roberts made it two in a row in Yamaha Cup competition as he put in a last lap charge to barely nip Rick Hocking at the checkered flag. The third annual Yamaha Silver Cup Short Track at Madison Square Garden provided thrills, spills and a lot of excitement with Rick Hocking clinching the American Indoor Championship title, Ken Roberts out-foxing his younger adversary for the win, and the promoters finally getting a Yamaha in the winner's circle.

One hundred sixty-eight riders braved New York City traffic, muggers, rip-offs, exhorbitant parking charges and the NYC police (who tow away anything not bolted down and charge $50 to get it back) to infest the bowels of the fourth floor pit area/catacombs at MSG for a shot at the final and a piece of the posted $12,900 purse.

The track was the same egg-shaped quick, slick surface as last year with time trials proving just how quick it was. Rick Hocking immediately set himself as a figure to reckon with by powering his Champion Frame sponsored Yamaha 360 to a fast time of 8.77 seconds. One tick behind Hocking came Mike Johnson, a Michigan flash, on an Ossa followed by a quick Gary Nixon (Bul) and two West Coast riders; Al Kenyon, MSG winner in 1971, and John Gennai, last year's top Novice rider. Six one-hundredths of a second

(Continued on page 24)

Karsmakers Again

Lackey Ties on Points

It went like this for four laps of the last moto, then Karsmakers (3x) got by.

By Jim Gianatsis

Photos by Charles Morey and Gianatsis

TALLAHASSEE, FLA., Feb. 11, 1973 – It was a European-type course. Tall hills, twenty-foot dropoffs, whoop-de-dos, tight off-camber turns and plenty of trees. And it was a European who won the third race of the Florida Winter-AMA Series.

Pierre Karsmakers manhandled the 360 factory Yamaha around the course in a brilliant display of riding ability to win the 500 Expert class with a third and two firsts.

LACKEY TIES

Tied in points with Pierre was Brad Lackey aboard the 450 Kawasaki. Brad netted the first moto win while Pierre was third. In the final two thirty-minute motos he rode the Dutchman's rear fender for two second places. With the two riders tied for overall points, the win was given to Pierre for his win over Brad in the final moto.

OPEN EXPERT

The start of the first moto was a real surprise when an unknown rider named Payne broadslided his Maico around the

(Continued on page 2)

Kain Takes Nashville

NASHVILLE, TN, Feb. 11, 1973 – Bill Kain (Hus) was the overall winner of the Little Harpeth National Enduro. The 100 plus mile run saw the majority of the hundreds of entries fail to finish the overly tight run. A lack of sections were time could be made up coupled with frozen creek beds and many tough TVA power line downhill and uphill sections were the cause of many late arrivals.

"A" class winners were: 125, Doug Wilford (Pen) ahead of Tom Penton (Pen) who was disqualified at the next-to-last check for being over an hour late; 126-200, Jack Penton (Pen); 201-250 Ron Borhn (Hus) and 251-Open Ed Schmidtt (Hus).

Newspaper

P.O. Box 498 Long Beach, Ca.

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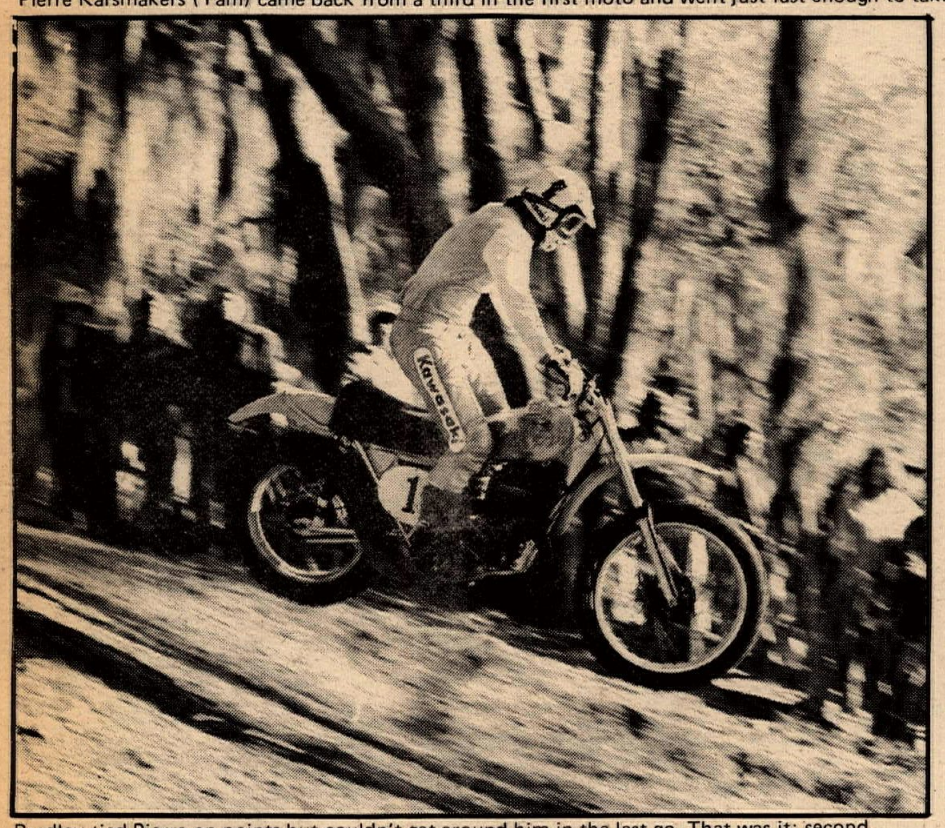
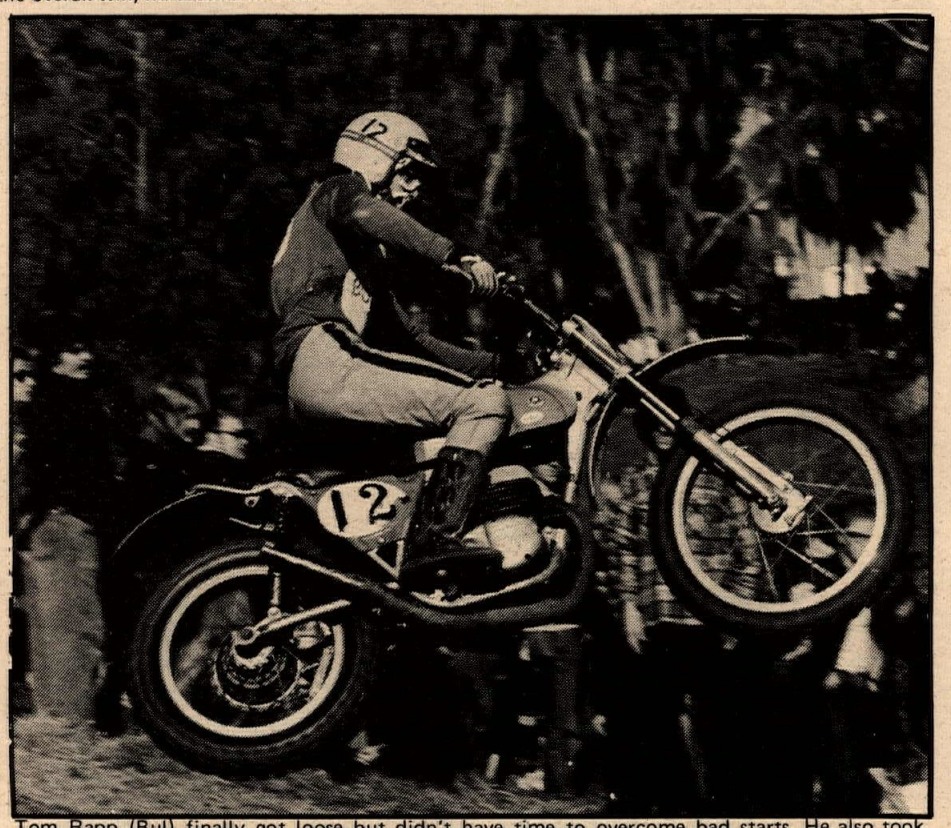
SEE PAGE 6 FOR SUBSCRIPTION INFORMATION

WHEN YOU'RE THAT CLOSE IT'S

Pierre Karsmakers (Yam) came back from a third in the first moto and went just fast enough to take the overall win, his second in a row.



Bradley tied Pierre on points but couldn't get around him in the last go. That was it: second.



Tom Rapp (Bul) finally got loose but didn't have time to overcome bad starts. He also took second.

They hadn't heard of Billy Payne (27) down in Dixie before this series. They know who he is now.

(Continued from page 1)

fast 60 MPH first turn and took the lead ahead of the better known professionals.

For a lap and a half, he held off Brad Lackey but then, as quickly as he started, he began to slow up and drop back as Brad took over the lead. Marty Tripes had the factory CZ about a hundred yards behind Brad in second, followed by Jimmy Weinert (Kaw), Bob Grossi (Hus), and then Pierre Karsmakers.

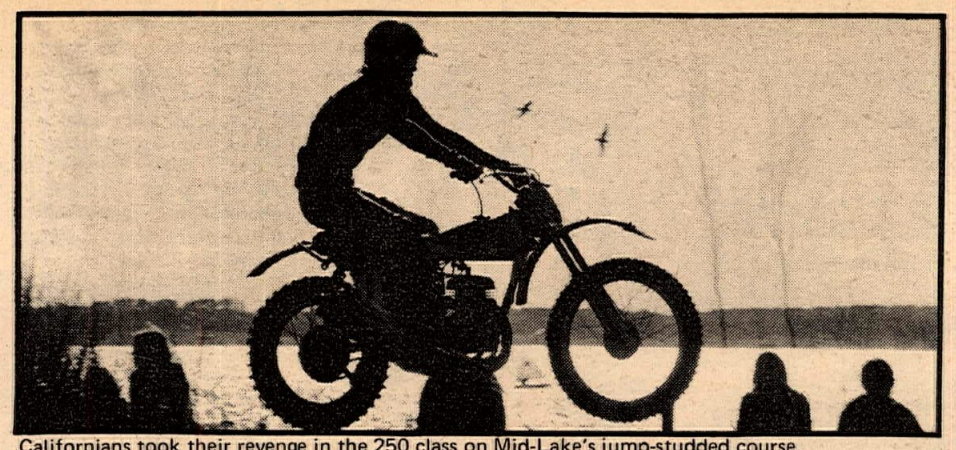
Brad maintained the lead for seven laps but then Marty began moving in on him and Pierre went by Bob Grossi. Grossi was going quickly but was having a hard time with the track and was constantly getting out of shape. At one point, he crested one of the uphill jumps, landed sideways and almost stalled the Husky. Over rough ground, he seemed to be spending more time on the front wheel than the back.

By lap ten, Marty had really moved in on Brad and in another lap or two would probably have passed him, but just then the cap fell off the fuel tank. With gas drenching him and the bike he was forced to slow up. Jim Weinert found himself in second behind his Kawasaki teammate, with Marty out of the action. Brad easily took the moto win ahead of Jim, who was followed fairly closely by Pierre; then Tim Hart, Rich Thorwaldson, Bob Grossi and Mike Runyard.

KARSMAKERS' MOVE

The second moto was totally

WHO'S UP FRONT THAT COUNTS



Californians took their revenge in the 250 class on Mid-Lake's jump-studded course.

Karsmakers. Pierre got off in first and stayed there all the way to the finish. Brad stayed hot on his rear fender but was never so close that Pierre was worried. Weinert was third, followed by Grossi, Hart, Gary Semics and Thorwaldson.

Bob Grossi did a getoff about midway and lost almost an entire lap trying to get restarted. He was in some pain and ended up running slowly for the remainder of the day.

Jim Weinert was still in third when, on the last lap, he stopped at the finish line. He was really hurting in his back and thought something on his bike had broken. It turned out the Kawasaki's Koni shocks had seized up from the workout the Tallahassee track had given them. He said later he wished he could have used the Yamaha's oil-cooled shocks on the Team Kawasaki bike.

THE BRAD AND PIERRE FACE-OFF

Nearly three thousand spectators jumped to their feet and began yelling as Brad took the lead of the third moto with Pierre right behind. They took the bumpy uphill section side by side, bouncing from jump to jump with throttles wide open and knobbies kicking dirt everywhere. Pierre dove to the inside on the turn at the top of the hill and took the lead but Brad kept the big 450 turned on strong as they turned and went back down the hill to repass Pierre and regain the lead.

Brad held Pierre off for four laps but then found himself in second again as Pierre berserked the Yamaha and flew by to regain the lead. From that point to the finish of the moto, Brad stayed right on Pierre, never dropping back more than twenty-five yards. Most of the time Brad was right up on his fender.

It seemed strange to most of the spectators who couldn't comprehend what was going on. The two were certainly going around the track fast but Brad wasn't doing anything to really try to get back the lead and Pierre wasn't trying to shake off the Kawasaki. The first four laps they had spent fighting over the lead gave them each an insight into the other's riding ability so they settled down and rode the rest of the race at about 90 percent.

If one of them wanted to ride at 100 percent the other one would do the same, so nothing would be gained. Jimmy Weinert took the checkered flag in third position a good distance behind Pierre and Brad.

Tied on points for first, Pierre took the overall win ahead of Brad due to the final moto win. Tim Hart rode smoothly and consistently all day to pick up third. Jimmy Weinert would have had third overall if he had run the last lap in the second moto and not pulled off the track. Even with the seized shocks, he was far enough ahead of Hart that he could have ridden slowly and still have been in front of Tim at the finish.

Brad has steadily been getting quicker as the Series progresses and next Sunday he should be as fast, if not faster, than Karsmakers. The St. Petersburg race should see a fantastic day-long battle between the two factory riders. The only dark horses will be Marty Tripes and Bob Grossi.

250 NOVICE

California riders finally got their revenge as the Florida boys dropped to the bottom of the standings in the 250 Novice class. What fouled up the locals was the sandless Tallahassee track. Without sand, a Florida rider is lost.

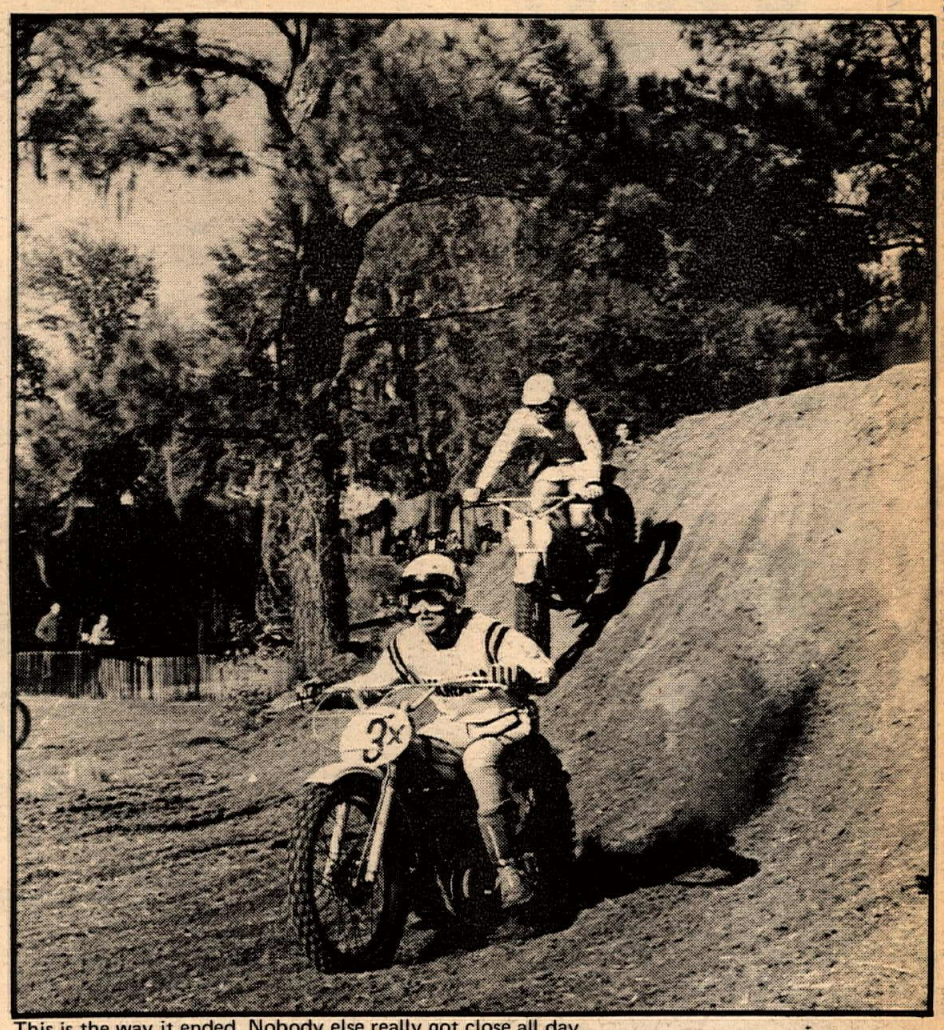
Mid-lake Raceway is a clay/dirt course with hills such as the West Coast boys are accustomed to and they promptly showed it. Three ten-minute qualifying motos were run for the 162 Novices with, at long last, a consolation moto to put forty riders into the two feature motos.

Tom Rapp of Buena Park, California finally survived a qualifying moto; actually winning it to go into the features. Tom got his Bultaco off to a slow start in the first feature but, by lap five, was in the lead and long gone. John Franklin (Mai) from Madera, California, had gotten away in first but could find no way to hang onto Rapp after he flew by. David Clemence (Bul), Johnston, Rhode Island, was third.

The only thing which fouled up Tom Rapp in the second feature moto was that he got an even worse start than in the first and had to spend the entire race playing catch up.

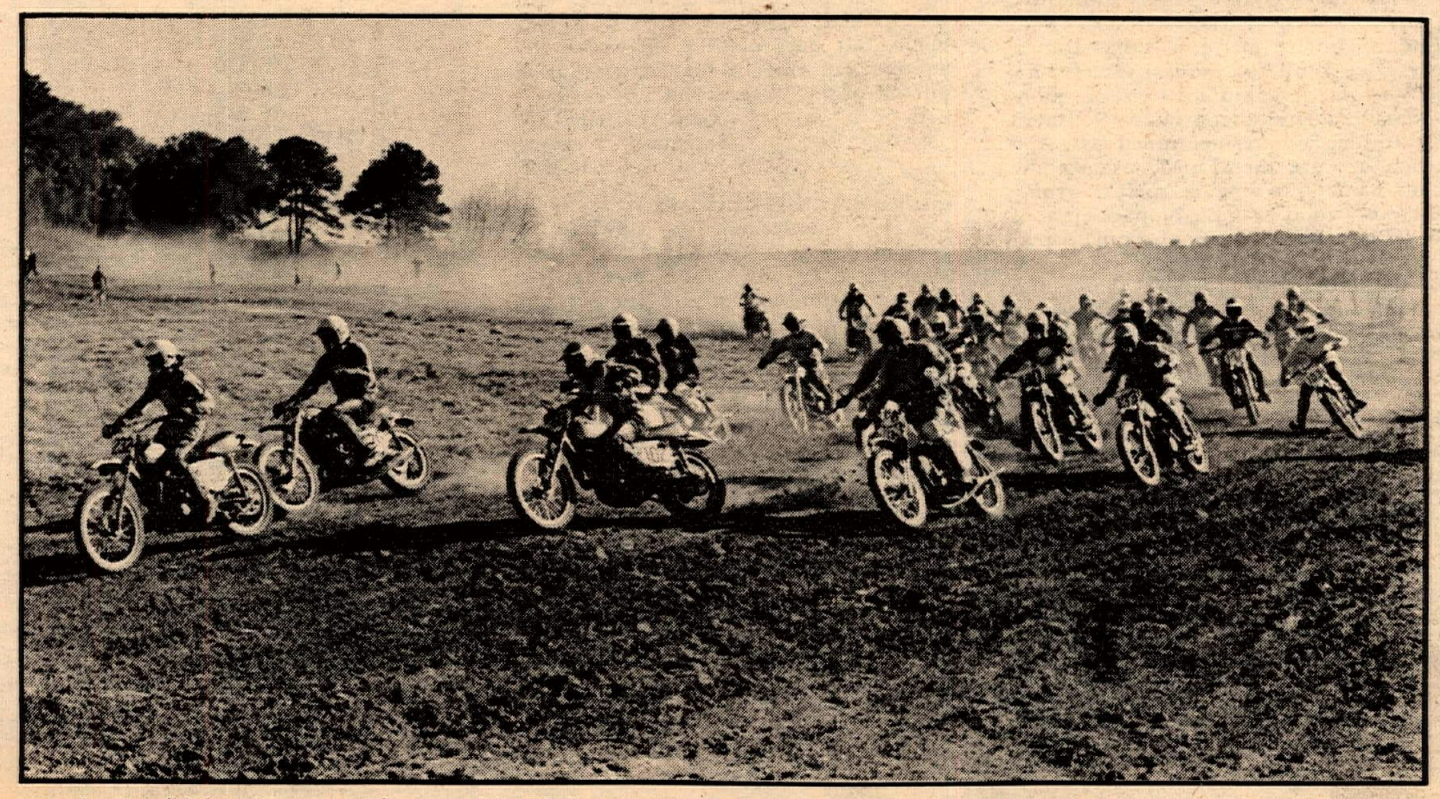
The twenty-minute motos were just too short. When the checkered flag signaled the end of the race, Tom was in third just ready to pass Jerry Williams (Hus) for second.

John Franklin had his Honda of Piqua-sponsored Maico in first place to take the overall and Tom had to be content with second.



This is the way it ended. Nobody else really got close all day.

Jim Weinert was shocked out of third.



John Franklin (Mai) got better starts than any of the 250 Novices and converted them into an overall in that class.

Consistent Tim Hart.

Cycle News

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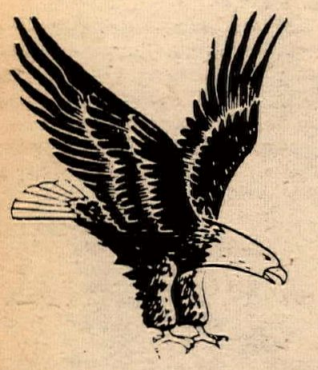

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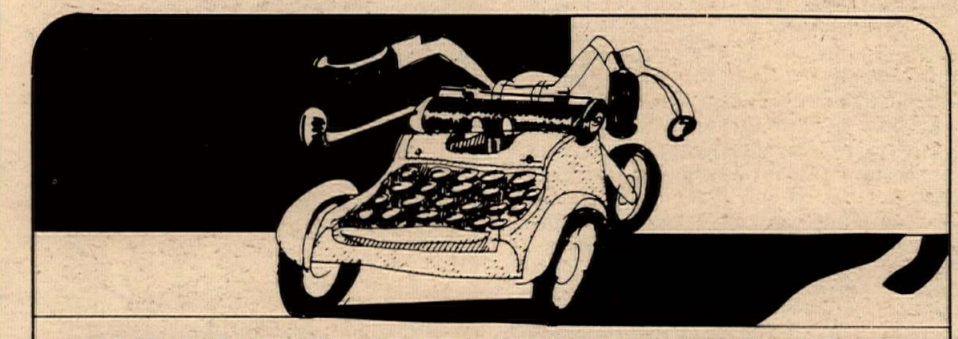
LESS SOUND
<db
MORE GROUND

Internal Specs

COLUMN: Poop 7
LOCAL MX: Spillway 8
DESERT: 100 miles of moose motocross 10
OPINION: Spitting it out 12
SECTION: North 14
MORE LOCAL RACING 16
PROFESSIONAL RACING: Squaring off the garden 24
NEWS: Evel is jumping Spain? 27
DEPARTMENT OF CORRECTION: Blooper letters 30
MINIS: Mini-Mint Foresight 32
CALENDAR: What to do if it doesn't rain again 34
RESULTS: Did you score on Friday night? 37
TEST: The Holder Mini MX 38
CARTOON: Motocross Mouser 43



VOICES OF THE WEST

IRRC

This letter is in regards to the International Racing Radio Crew. We, the I.R.R.C., have given radio communications and first aid on serveral occasions for District 37 point races and for other motorcycle clubs. We are a non-profit group; we do not ask for renumeration. We ask for individual recognition such as trophies or finisher pins or both. Any donations from the sponsoring club is according to their own means and discretion.

On January 14, 1973, the Vikings Motorcycle Club was given communications by the I.R.R.C. Nothing was mentioned in Cycle News other than Alice Rhea saying, "No Rescue 3 – We sure missed them." We take exception to that comment due to the fact that I.R.R.C. works approximately 70% of the races that Rescue 3 does get credit for, at least in the eyes of the riders. On that race for instance, our unit on check point one went after a rider with a broken leg, and carried him on a stretcher for a mile. Since it was a benefit for Lloyd Cox, who was killed on the Check Chase, the $50 donation given us by the Vikings is being returned in care of Mrs. Cox.

On the Frosty Cactus Enduro, a URA event, at California City on January 21, 1973, Dave Schoonmaker wrote an article for Cycle News and again the I.R.R.C. was not mentioned. I can go on and give many more – like the Elsinore Grand Prix, Hopetown, Ontario 500, Parker 9-hour Boat Enduro, not to mention Indian Dunes, every weekend for the last three years.

We give communications on more events than any other group in Southern California, and are mentioned less. And when we are mentioned, usually the club name is wrong or spelled wrong; there is a good example on page eight of the February 6 issue of your paper. Alice Rhea's article on the San Bernardino Valley Club's hare and hound said "...sorry to say that Rescue 3 was unable to attend..." but that this other little club is "...always good to have around." Oh yes, we were around, and not sitting on our hands either.

We are not asking for praise. We would like to be recognized when we give up our free time to provide communications for safety and first aid on desert races and enduros.

ROBERT A. RICHTER
Vice-President, IRRC

Cycle News has long been aware of and recognized the valuable work the IRRC does. This outfit's efforts should be more widely recognized and any lack of publicity is due solely to oversight or the fact that the dirty, tough job they perform is not so glamorous as the racing...Ed.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Make NOISE – write your legislator

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

M.O.R.E. IS STILL FIGHTING FOR YOU

At our Frosty Cactus Enduro held on January 21 at California City our club collected donations for the El Cajon M/C defense fund. Now that El Cajon has settled out of court we voted to donate the money to M.O.R.E. so Russ Sanford can continue to do the great job he has done on behalf of *all* bike riders. If any other clubs have any money collected and were wondering what to do with it, I couldn't think of a better use for the funds.

LARRY LANGLEY
United Racing Assn.

NEW BLM POLICY

The Chaparrals M/C has been informed by BLM representatives that a new policy has been initiated by the BLM which will affect all promotors of organized events. This policy is that no permits will be issued for organized events in new areas until these areas are inventoried for significant archeological sites, endangered wildlife, grazing, etc. In other words, our "reservation" will consist of Lucerne Valley, Stoddard Wells, and Red Mountain.

This action by the BLM may have been precipitated by us because in an effort to give the over-used areas of the desert a rest, and to provide riders with something other than the same old worn-out trails, we asked permission to hold our Coyote 100 Enduro in a new area. Our permit was granted because we applied before the new rule was made, but ours may be the last event. anyone can ride in the desert that is outside of the "reservation".

GERALD URBAN
Secretary/Treasurer
Chaparrals M/C

GENERAL SWEEPERS

After pondering for a while, I couldn't resist responding to Jack Mercer's letter (CN Feb. 6) stating that the types who build or ride choppers are losers. I was dealer sales manager for Kawasaki, assistant editor of "Cycle Guide", and now the owner of a successful motorcycle dealership. My favorite riding is in the dirt, where I was an active desert racer. Finally, I build choppers as part of my business and one of my most cherished possessions is a chopper which cost me $3500.

There is a chopper club in Los Angeles whose members are all professional men, including policemen, attorneys, accountants, stockbrokers, doctors, dentists, etc. No doubt they're all losers. With a few more friends like Mr. Mercer, motorcycling won't need any enemies.

SWEDE CARLSON
One Of The Losers
Harley-Davidson of Inglewood

Divided we fall, united...there may be a chance...Ed.

TERRY HAS AT LEAST ONE FAN

I am writing in regards to the Hopetown Grand Prix held last year.

Terry Clark won the 125 Expert class and it was never mentioned in the paper or the results, which was quite a shock. His father contacted the officials and they checked on it and said he did win and a article would be put in your paper correcting it, but we have yet to see it. Now I would really be disappointed if I won a race, especially the Hopetown and didn't even get the credit for it. He did get his trophy for the 250 class.

Just thought you might like to know.

HIS MOM
Palmdale, Calif.

We'd be disappointed, too, though the probability of anybody here winning Hopetown is pretty slim...Ed.

AND SCAT

The letter of appreciation for our services printed in your February 6th issue was extremely gratifying to all our members who wish to thank Cycle News and the author of the letter.

For the information of interested parties, either sponsors of races or prospective members, we are a team of licensed Citizens Band radio operators whose objective is to help all riders and race officials enjoy a safer and more efficient event. We notify pit crews where a broken bike may be located, dispatch qualified First Aid for the injured, and coordinate communications between race officials on the course and in the pit area. We have no meetings, no dues, and no officials – just a friendly group who wants to make cycling more enjoyable for all and eliminate the political problems which arise in a formal organization. We are repaid in personal satisfaction from the aid we offer, as well as individual recognition in the form of gas money, finisher pins, and trophies if possible.

Again, our thanks to Cycle News and all the riders who we have been privileged to assist – and to the sponsors who care for their competitors!

SHAY ROMPELL
Coordinator
Safety Communications Aid Team
9250 Del Arroyo Dr.
Sun Valley, Ca. 91352
(213) 767-5958

There are alternatives available to sponsor and rider...Ed.

WILL THE REAL...?

It's good to know that Cycle News is only human – capable of error. Witness 'Voices' column of your Vol. X No. 3 issue, Jan. 30.

Obviously someone in the production department goofed with the photo of contributor K.C. Brintnall, substituting one of your faithful desert reporter (and my good friend) Alice Rhea. Since Alice is so ubiquitous as to be known to all, how about a photo of the *real* K.C.???

LYNN WINELAND

(Another occasional contributor, though not near so voluptuous...)

Herewith the photo sent us in response to your request...Ed.

Want your mother to know what you're doing – give her a gift subscription to Cycle News – sure beats writing letters

This Just Could Be the Next Phase

One twenty-five engines seem to be favorites for cradling in the sportsman racer's one-off chassis. Perhaps because handling really matters when power is down.

by Kent Nicholls

Photos by Cliff Goodin and Nicholls

The serious motocross rider has two options open to him when it comes time to buy a new weapon for his sport. One: he can purchase one of the many fine European or Japanese motocrossers on the market that are built to fit the wants and whims of what the factories consider the "average man" or, two: he can buy a trick frame and components and build up a more personal machine. This is about one of those trick frames.

The Costella Special package includes a 28 lb. one inch O.D. 4130 Chrome Molybdemum steel double downtube cradle type frame and swing arm with eight inches of ground clearance. It has a fiberglass tank and a four-inch thick progressive density foam seat with a fiberglass base.

The tank is a two petcock bolt-on affair that weighs in right around three and one half pounds. The frame is laid out in such a way that a person could draw a line through the centers of the rear axle, the swing arm bolt (which by the way, rides on aluminum bushings), the countershaft, the crank and the front axle.

The Costella we tested has a 125 DKW mill with a reed valve. For running gear, it has Moto Beta hubs and eight gauge spokes. The front tire is a 3.00 X 21 Nitto riding on a WM-2 Akront rim. A WM-4 Akront and a 3.50 X 18 Nitto round off the driving end. The bump absorbing chores on the scooter are carried by mid-size Cerianis on the front and five-inch (approximate) Curnutts on the rear. The carburetor-bound air grit grabber is made by K&N and lives in a still air box. The rider's feet ride on a pair of robust folding serrated pegs with no return springs. Throw in a pair of Costella's one and one half pound Chrome Moly bars, some Magura levers and that completes the 165-pound 125.

The first day we had the little nipper, we took it to Escape Country, where Mom Nature had just got done dumping a whole load of water. Mud everywhere. The Costella handles great in the mud. Unlike some super light weight motorcycles, it wasn't affected by the slime. Dial it on, point in the general direction you want to go and that's the way it goes. Then it happened. The piston cocked in the bore, caught a ring in the exhaust port at around 8000 RPM and the result was a very lunched piston and sleeve.

The mangled mess was taken to T-R Industries in Buena Park where some first rate major surgery was performed in the form of a new sleeve and some finger ports for the reed.

The reassembled, even faster Costella Special spent Christmas being flailed around the motocross track at CN's Secret Testing Grounds in Arizona. The motocross courses in Arizona are by far the roughest (although good) in the whole wide world and the Costella was up to the task. It goes in a very straight line on whoop-de-doos. Due to the low seat height of 29 inches and inherent frame geometry, the cornering is, very possibly, the best I've experienced in a motocrosser.

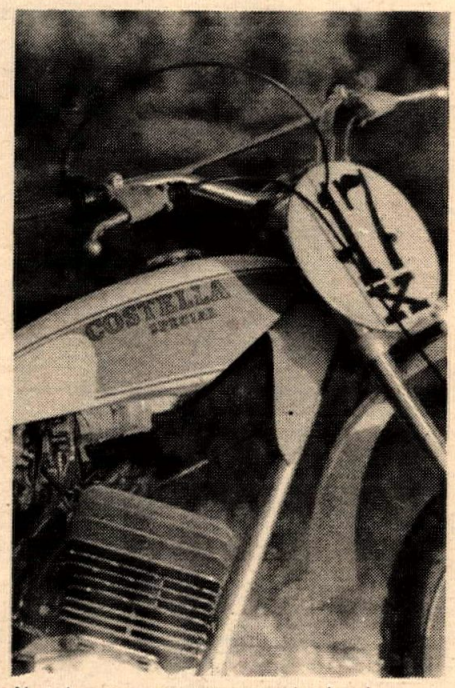
Aviating the front wheel is easy but not too easy. It comes up to a certain point and no farther which I believe is due to the machine's 53-inch wheelbase.

Flick the motorcycle sideways, twist the wick and the resulting slide is very stable and controllable. Even with the absence of a full floating rear brake, wheelhop is almost null. Jack Costella puts full floating brakes on most of his frames but due to the DKW engine chain layout, he couldn't on this one. One complaint I had with the machine was that the pegs are so low that they can hit the ground on rough "feet up" sweepers when the suspension compresses.

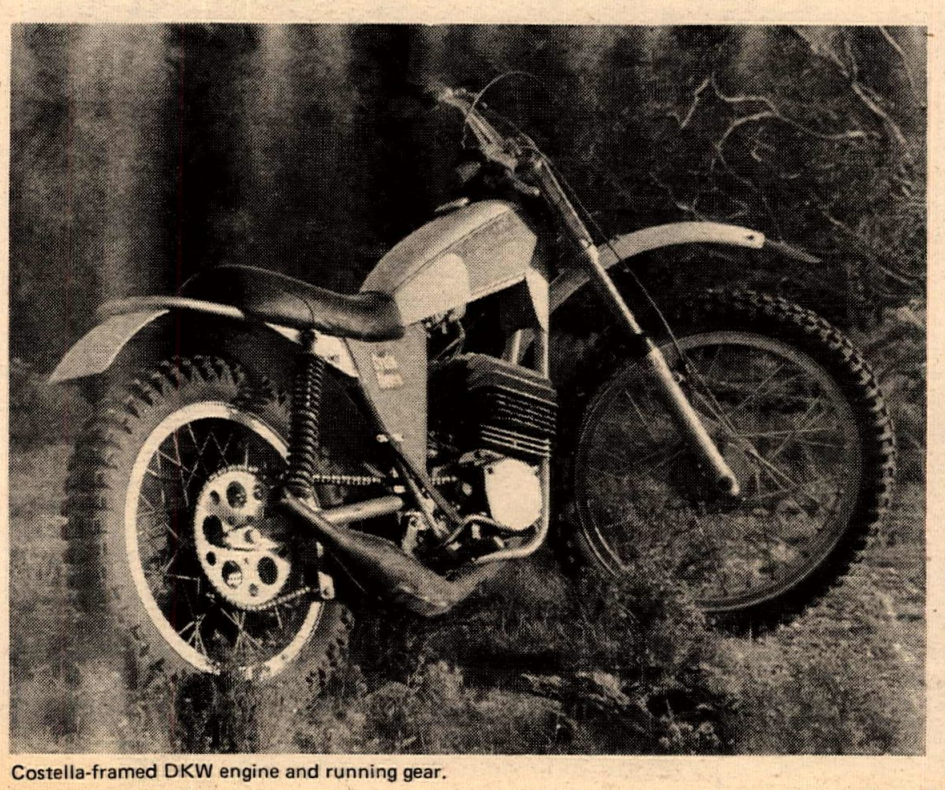
The Costella is so much fun to ride that one tends to over do it as was the case one Sunday when I started racing with a guy on a 400 on a very tight course. On a steep uphill the Sachs engine decided to shed all the teeth on the big primary drive gear...end of the test.

As you may or may not have noticed, I liked the Costella Special. I was also impressed with the way Jack Costella builds his frames. He builds them around your engine and components as a one-off machine, (Very limited edition). He decides on the proper fork angle by watching the buyer ride. Mr. Costella uses both TIG and MIG electric welding techniques and rushes over nothing to insure that everything is precise – as it should be. And friends, you don't pay too dearly for all this, somewhere between $325 and $450 depending on individual components, etc.

It's a shame that this scooter had a worn out engine because it was one of the few flaws the motorcycle has. *But* it was worn out in this frame which should attest to its durability as it showed no stress signs at all. The Costella Special may be the very next phase in your motocross racing evolution, no matter what displacement you favor.



Note heavy gussetting at steering head on downtubes.



Costella-framed DKW engine and running gear.

The Era of the Trick Frame Is Definitely Here

FRAMING

Weight	28 lbs.
Wheelbase	53 inches
Material	1 inch I.D. Chrome Moly steel (4130)
Bushings	Aluminum
Price	From $325 to $450 (U.S.A.)
Size Engine	Any Size
Obtainable from	Jack Costella 241 Gregg Drive Los Gatos, Calif. 95030

BARKFEATHER RETURNS

HOT DOG

Yes, kids! Your cards and letters did it. We've received so many requests for more adventures of the Little Booger that we've decided to bring him back. In coming issues of Cycle News you'll see the real story of how our mini shoe keeps himself in shape and prepares his bod for motocross. Don't miss a single episode and the only way to be sure and see it all is to SUBSCRIBE! Here's all you do: go up to your mom and dad and say, "Mom, Dad, may I have $12.50 so I can subscribe to Cycle News and read Billy Barkfeather?" and your dad will say, "No," and then you raise the pitch of your voice a few octaves and say, "Aw, gee, why not?" and your mom will say, "Because your father said so." At this point go out to the garage and start hammering on your dad's new radial Maico and refuse to stop 'til they fork over the cash. The rest is easy. Just fill out the handy coupon and mail it. We'll do the rest.

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the latest poop

by Papa Wealey

OLD TRUTHS DIE HARD, but upon removing the mud and the inner tube strip from the rear of the 250 five-speed CZ, as tested last week in CN, what to our incredulous eyes should appear but a nice little brake return spring. It actually works and makes the brake pedal snap back even with mud around it. The rubber band is apparently just a fail-safe device. When we said "trick becomes stock" we didn't know just how far it went. Also omitted was the retail price: $1260 for the five speed with the red tank, etc. That ain't too bad and you can get a 250 with one speed less in the gearbox for $1195. Both models will be imported.

* * *

EVEL KNIEVEL was interviewed on Los Angeles television (Ralph Story's "A.M." show) prior to his Coliseum 50 car jump. He had with him his traditional vial of vodka and vial of Wild Turkey bourbon and had this to say about his risk-taking and philosophy of life in general. "Nobody is going to get out of this place alive so you might as well have some fun while you're here." Hard to argue with that.

* * *

YOU THINK you have problems? Paul Smart has been eased out by Kawasaki, is still up in the air with Suzuki and now Birmingham Small Arms Ltd. won't give him back a Triumph road racer which he claims is rightfully his property. That ain't all. Ducati, on one of which he won the 200 miles of Imola last year, has decided not to field a road racing team in 1973 so that possibility of a ride is out, too. How come nobody wants the Ontario winner to ride for them this year?

* * *

The Catalina Grand Prix is dead. The Elsinore Grand Prix died after some attempts at artificially keeping it alive. Now the Southern Nevada Desert People M.C. are putting on the Searchlight Grand Prix to be run through the small town of Searchlight, and out into the surrounding desert, mountains and fire roads. We look forward to the success of this one.

* * *

The Cycle News 250 Honda test was done on one of the first two production models in the United States. Honda has changed the kickstarter gear on all subsequent production models which should partially eliminate our biggest complaint about the quick MXer.

* * *

The Plonkers MC is good guys. Yessir. Vic Wilson says that they are the only bunch of people that have been out at Saddleback who have cleaned up their area. Remember, those parks you frequent on weekends are scenery, too. Clean up.

* * *

THE SAFETY-CYCLE is being fooled with in Japan in conjunction with the Feds. It incorporates all sorts of far-gone ideas like dual headlights, trick turn signals with lights that point the direction of the turn, automatic kill-switches (to keep you from getting re-started in bad situations, no doubt), a drive train that can't lock up the rear wheel, anti-skid brakes (a not-bad idea in the midst of all this), quiet exhaust system, high-visibility paint (which will probably meet with instant approval from the show-offs), a crash-shock absorbing front fork assembly (see moped item above), and maybe even an (ugh) automatic transmission. The plan seems to be, instead of just illegalizing bikes, to make them undesirable and get rid of them that way.

* * *

For those sharpies out there who remember the story that Cycle News West did on Jim Pomeroy in 1970 (Do we know how to spot 'em or what?), please consider the last story as a progress report and follow-up on a local boy who made good.

* * *

OUR DESERT REPORTER SAYS:

Complaints must be presented in writing, in triplicate. No verbal complaints accepted.

* * *

Suzuki has signed another Belgian to their motocross team. TransAMA fans will remember Gaston Rahier, who appeared in the final rounds of the 1972 series. But he won't contest most of the Grand Prixs in Europe. They have signed him to try and regain the Japanese National Championship so he will be doing most of his racing in the Land of the Rising Sun (through the smog.)

* * *

STANDARD 123 will go into effect on September 1, 1974. It will require all motorcycles to have the shift and brake controls in the same place (on all motorcycles). It will also standardize other controls and instruments. Also coming into effect on that date is Standard 122 which will require some strict standards for braking systems. By and large, the federal government is doing its darndest to sterilize the motorcycle. The thing to be thankful for is that, because of the relatively small numbers of motorcycles, the Feds haven't the resources to concern their busy-body selves with us to a really annoying degree.

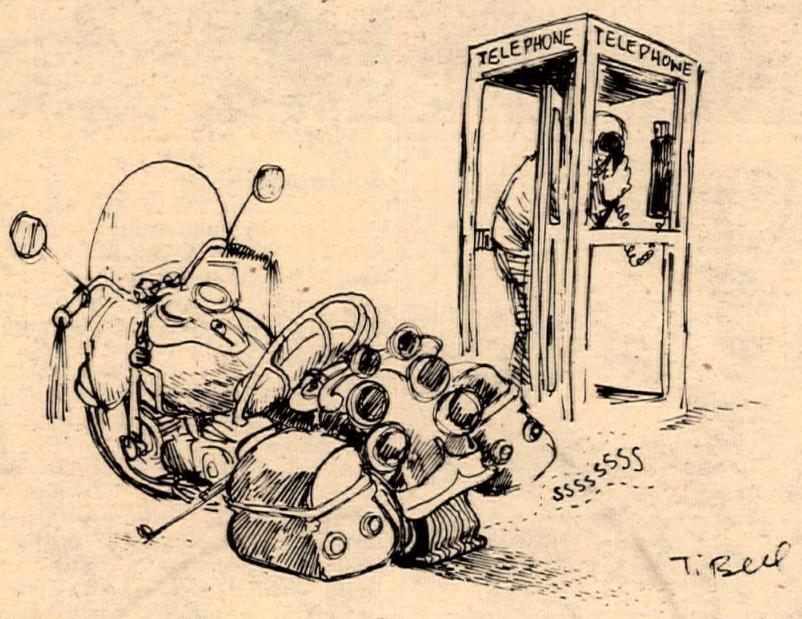
* * *

ELECTRICAL BANANAS ARE GOING TO BE A SUDDEN CRAZE: Chopped mopeds and mini bikes are all the rage in Italy. Extended front ends, sixteen-inch rear wheels, peanut tanks, sissy bars, banana seats, and ape-hangers are all stock. Just the thing for picking up girls. After you have them, you have to pedal harder.

* * *

Mitsubishi will soon own the world. They're currently ahead of General Motors.

* * *



HELLO, BENNY — I THINK I'LL TAKE YOU UP ON YOUR OFFER TO BUY MY BIKE....

Two of the Honda 250 motocrossers have been shipped to Belgium where they are expected to compete in some international meetings in the spring of this year. They may also appear in some national events in Britain.

* * *

Ake Jonsson is an ice-skating star and has won several championships in Sweden. He also has a couple of engineering degrees which he postponed professional motocross to acquire.

* * *

Another Swede, Uno Palm, will campaign the 250 Puch six-speed in World Championship competition. He will also have a 386cc Puch for non-championship international motocross. He was fifth in the world last year while contesting only eight of the twelve Grands Prix due to a broken hand. The brand names are growing on the motocross Grand Prix scene.

* * *

When the Benelli 750/6 becomes available in this country, it will be imported through Cosmopolitan Motors, Jacksonville and Meadowbrook Rds., Hatboro, New Jersey. Inquiries should be directed to them as even we do not have the exclusive dope on selling Benellis.

* * *

NOW, CHINESE INDIANS...Indian will build motorcycles in Kaohsiung, Nantze, Taiwan, which may or may not still be China depending on our current foreign policy.

* * *

Thomas S. Richards is suing everybody he (and his attorney) could think of for alleged injuries allegedly suffered while spectating last year's Elsinore Grand Prix. The amount is a cool one and a half million American money. But then Mr. Richards didn't pay a cent to spectate the event, did he? This stuff is just one reason why the great Grand Prix events are no more.

* * *

HUSQVARNA will contest the new FIM World Championship 125 class in motocross with a works 125 CR motocrosser under 18 year old Belgian, Ivan van den Broeck.

* * *

World Speedway Champ Ivan Mauger is still having problems with his injured right hand and has undergone more surgery to try and get it sorted out.

* * *

Mitsubishi motocrossers may be available soon in the US of A. Mitsubishi was Sprite was American Eagle and will probably be called Sprite for marketing. The bikes will be available in 250 size and lotsa four-oh-fives. Which latter, if we remember correctly, actually has a displacement around 390cc. Zoom.

* * *

Sam Crooks, an AMA District referee, had all of his bikes stolen out of his garage. He lost a '71 Yamaha 125, a '72 Yamaha 250, and a 400 Maico. Also stolen were his tools and a case of plastic fenders. The Dirt Diggers are offering $100 per bike for return to any authority (they tell us we are authorities, for example). There will be no questions asked. Anyone can return them.

* * *

HOW SOON THEY FORGET...IF THEY EVER KNEW. Probably only the most hard-core off-road competition aficionado remembers or ever knew who actually won the 1972 International Six Days Trial. The overall victor was Czech Zdenek Cespiva and there's no particular reason to think he won't do it again this year in the Berkshires.

* * *

It seems virtually certain that Harley-Davidson will have a factory Six Days' Team. Hurrah for the red, white and blue. Now if we could get some old Indians together...

* * *

Rod Breaker (remember him?) informs us that the "Grant Boys GP" originally scheduled for Feb. 11 has been postponed until Feb. 25 due to inclement weather. Races were held in spite of a hail storm which left a coat of ice over the track and constant rainfall during the races. Escape Country made up the 200% payback this week while the Grant Boys' stores will pick up the tab for the Experts for the 200% payback on the 25th. Anyone planning to attend can pick up "2 for the price of 1" tickets at any Grant Boys store.

* * *

There will only be two factory Honda entries at Daytona. They will be Steve McLaughlin, riding for American Honda, and Miroshito Sumiya who will ride for Honda Japan.

* * *

The AFM, formerly a road racing only club, is going to dust off its other rule books and start promoting moty-cross and trials.

* * *

Meanwhile, the CMC wants to get into road racing.

* * *

SAARINEN FOR DAYTONA. Jarno Saarinen, possibly Europe's hottest road racer, will ride a water-cooled works Yamaha at Daytona. He will be joined by his factory teammates Charles Mortimer of England and fellow Finn Teuvo Lansivouri. Saarinen is 250cc World Champion.

* * *

Paul Smart finally did sign for Suzuki.

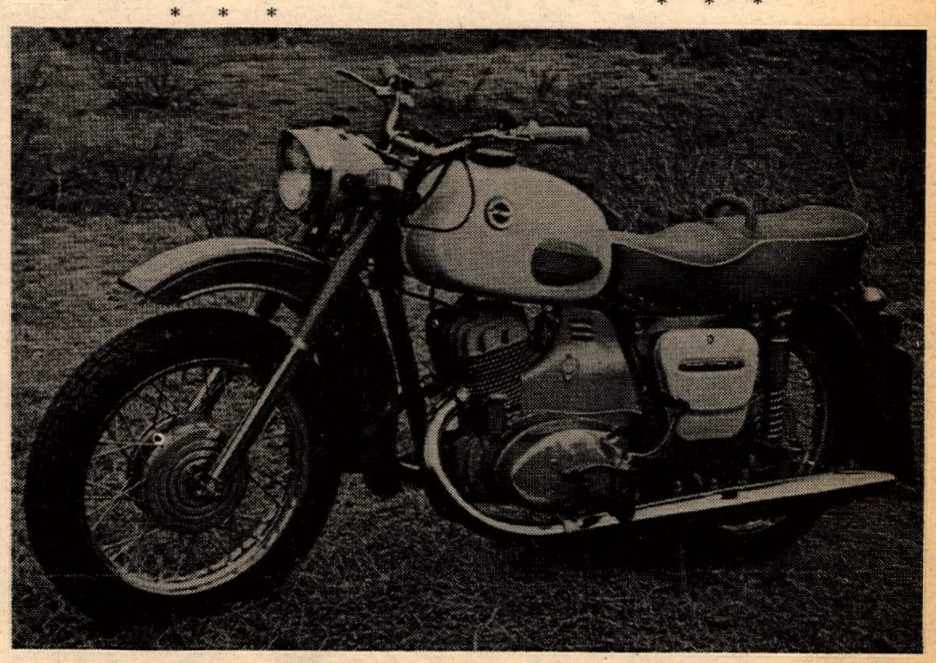
* * *

We're getting tired of everybody saying that the new 250 and 125 Elsinore motocrossers and enduros are the first two-strokes that Honda has ever made. Although they came to world leadership as the builder of four-strokes, some of Honda's first engines were two strokes.

* * *

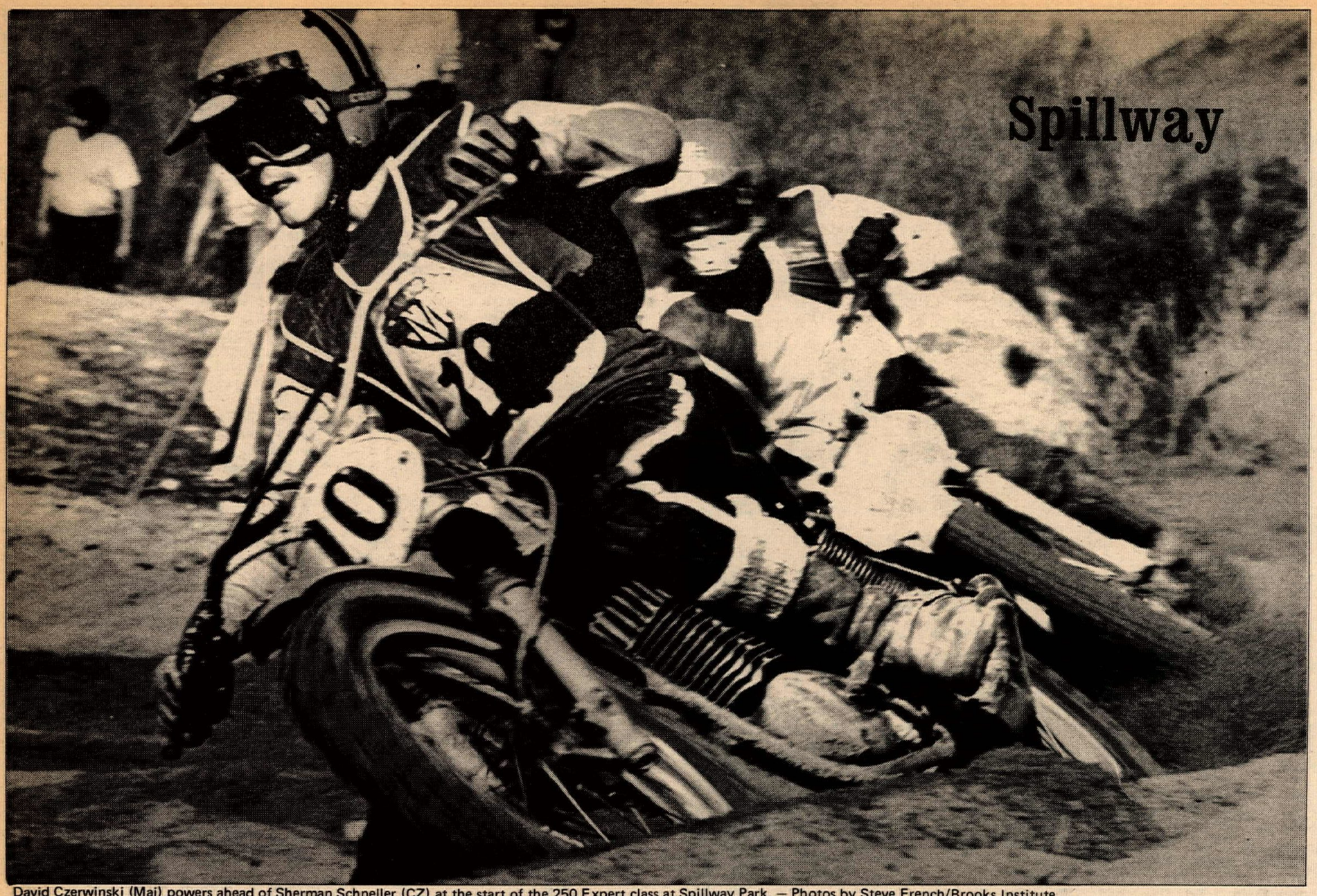
SRA apparently is not imtimidated by lawsuit horror stories and has had good success with their Grand Prix-type events in the past. They have managed to get approval from the California City council to hold a Grand Prix through the streets of that town on April 7 and 8. Chamber of Commerce and everybody is behind the event. MYGAWD, we can hardly wait for another of these super-fun things with all the trophies. Monster finish pins are also planned along with free camping.

* * *



Soviet Import/Export is looking for dealers for the 175 and 350cc imported Russian motorcycles. Styling is, well, interesting.

Spillway



David Czerwinski (Mai) powers ahead of Sherman Schneller (CZ) at the start of the 250 Expert class at Spillway Park. — Photos by Steve French/Brooks Institute.

The Open class clashes.

Spillway MX

by Mike Anderson

SANTA MARIA, CAL., Jan. 28, 1973 — The 250 Experts at Spillway Park not only scared the crowds to death, but also shocked themselves in the process during what would have been a most grueling battle. David Czerwinski (Mai) zapped the Expert competition by virtue of a second place finish in both 30-minute motos with Rick "Ladiesman" Long second, after falling three times in the first moto but returning to high positions with startling bursts of speed. Sherman Schneller (CZ) could only manage a fourth overall finish behind Czerwinski, Long and Brett Yager (Bul). Sherman experienced bad luck in the first moto, coming back in the second moto to win, have the fastest time of the day, and all this done while riding with one foot peg.

Open Expert rider Joe Cushaway (CZ) had a good battle with John Caldwell (CZ) in the first moto; passing John 30 feet before the flag after John led the whole race. New Expert Milian Garrett (Hus) ended up second overall behind the rapid Cushaway after Caldwell dropped out. Ron Bass (Mai) won the second moto hands down with Garrett second.

Vince Clark (Suz) won the 125 Expert class after Larry Greer (Yam) dropped out while leading the first moto. Vince won that one but Larry came back to win the next one. Bill Keese (Bul) looked good in his first Expert ride taking second.

Intermediate riders had to suffer through the 30-minute motos with the Seniors. Jim Flowers (Puc) won the 125's as did Mike Martin (Mai) in the 250's and "Humble" Harvey Wynn in the Open class.

Billy Grossi drove down from Santa Cruz to win the first moto but crashed hard in the second round.

While the 125 class searches for the right line amidst flying sand.

More Spillway on P. 16 Featuring Mark Blackwell

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ENTRY APPLICATION

(This entry blank must be completed in full. Please print legibly.)

NAME OF ENTRANT (Please print): _____
AGE _____ TELEPHONE ( ) _____ ADDRESS _____
CITY _____ STATE _____ ZIP _____
I am a bonafide member of the _____ club
AMA No. _____ Expires _____ District Riding No. _____
Make of M. Cycle _____ Engine No. _____ Cu. Cm. _____
I will enter in the: Expert ☐ Amateur ☐ Novice ☐ class.
Riding or Sidecar partner (or team Members): _____

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(entrant's and/or parent's initials) _____.

The undersigned does hereby certify that he is a duly qualified (Circle One) Amateur/Expert/Novice class motorcycle rider having been so qualified by a competent organization.
It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.
Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant: _____

Date: _____ 19____

If entrant is under 18 and does not have a current District 37 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledging his or her notarized consent to the terms of entry. _____

RIDERS NAME(LAST NAME FIRST) _____ AGE _____ MALE/FEMALE

STREET ADDRESS _____ CITY _____ STATE _____ ( ) PHONE _____

PERSON TO BE NOTIFIED IN CASE OF ACCIDENT _____ ( ) PHONE _____

RELATIONSHIP _____ YOUR BLOOD TYPE _____

YOUR ACCIDENT INSURANCE COMPANY _____ POLICY NUMBER _____

Brooks Brothers Do It Again!

More Duck-like than Moose-y

After the first hill, there was a lot of sliding and pushing.

For some smaller displacement machines, like Tommy Walton's Indian 74, even the first hill required paddling. Those desert dudes learned about mud, first hand.

At least you had good traction on the flat and downhills.

by Alice Rhea

RANDSBURG, CAL., Feb. 11, 1973 – "You want to know what the course was like? Just look right here in my eye. I think I've got half of the course in there!"

"Muddy."

"Fun, but a little muddy."

"Great. Except for the mud."

"A ninety-mile motocross."

"A one hundred-mile motocross."

So went the comments of the Four Aces' slightly damp Moose Run.

Some riders started having trouble before they ever got to the race. Highway 14 was flooded in many places with swift-flowing water and the Highway Partrol was on site, helping people through, or sending them back if they thought the cars couldn't make it across.

A pit racer nearly killed a racer just before the start. Both were at fault, doing about fifty miles an hour according to Rescue 3, one with no helmet. The ambulance left to take the broken bodies into town and the start was delayed an hour.

At the top of the slimey hill where the smoke-bome (with real smoke) was located, it was Tom Brooks (DKW). With the rough starting area, speculation was that Tom would be first and he didn't diasppoint his fans. Icy rain soaked the riders as they waited for the start and now they were riding hard, trying to warm up.

Nobody recognized the second man to the smokebomb, although later, at the pits, we got a closer look and of course it was Mark Adent on the 250 DKW, still in second place behind Brooks.

Also running well at the bomb were Tom Smith (Yam), Mitch Mayes (Hus), and Larry Pfutzenreuter (Bul). This is Larry's first race this year and he looked like he was making up for lost time.

At the finish line, the Four Aces officials were fretting. "Brooks should have been here by now," they said. "Do you suppose there is trouble where we changed the course?" On the second loop there was a three-foot-deep water crossing due to the heavy rains and the Four Aces had bypassed it. Rain also wiped out the lime, but it didn't get the arrows. One Novice said he was counting the arrows, but he lost track after 4000.

Tom Brooks, covered with mud, held his lead right across the line. "No, I didn't have any trouble following the course." he said. Brooks had taken off his goggles before he got to the pits and he rode the second loop without them. Mud covered his face, jacket, leathers, boots and number plate.

Mitch Mayes (Hus) really picked up the pace on the second loop and about five miles from the finish he moved up from third to second place. Mitch has been working with Rolf Tibblin in preparation for the Mint 400 and the exercises and riding tips are really paying off, according to Mitch.

"I'm not as tired as usual," Mitch declared.

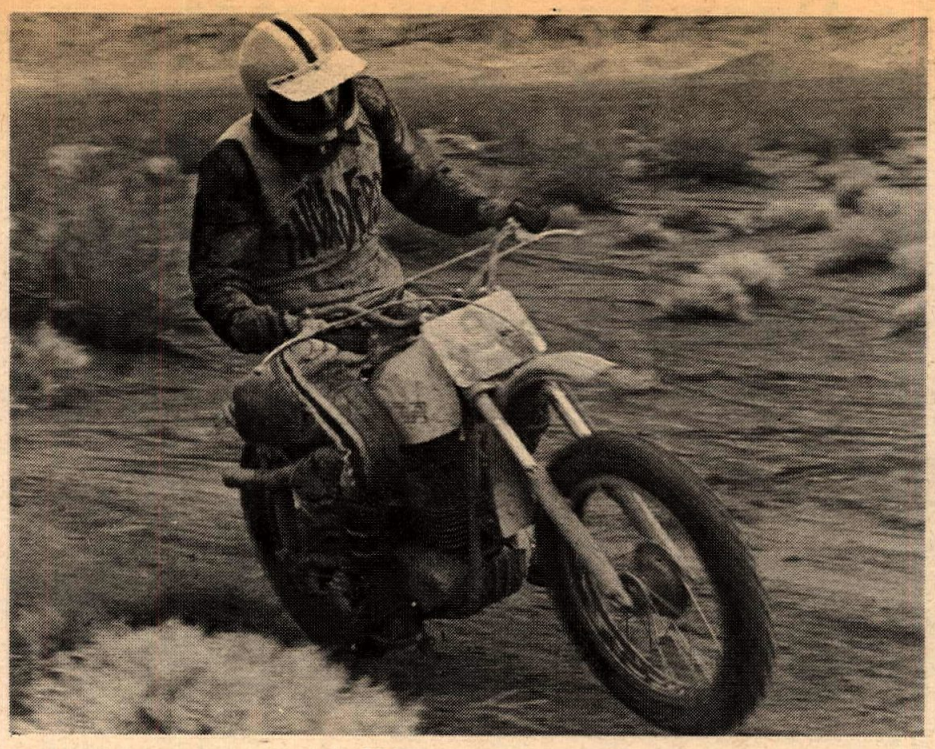
Mark Adent, riding the 250 DKW, ran second for all but five miles of the race. Unfortunately, those five miles were the last and Mark finished third overall. However, Mark still got first 250 Expert and I believe this is the best finish he has ever had.

Mark has been pretty consistently finishing in the top ten and obviously intends to give Pfutzenreuter and Fishback some competition this year.

Bryan Brecker has started the last eleven races. And he has DNF'd the last eleven races with bike problems. Today he showed what he can do when his machine stays together, finishing fourth overall and second Open Expert on his 400 CZ.

Bryan took his goggles off to have them cleaned in the pits and just couldn't wait. he also rode the second loop without goggles, but it didn't seem to bother him any more than it did Brooks.

As a matter of fact, most of the racers at least dropped their goggles down around their necks. There was so much mud flying that goggles became useless. But then the rain stung their eyes and they threw up mud with their front tires and ran into that. Generally it was a mess, anyway you look at it.



The Moose Run was motocross in the Mojave.

Mark Adent was third overall, first 250 Expert on the less-than-250-more-than-125 DKW. His first class win.

The 100-Mile Motocross

Feet-up slides in the desert? Well, sort of.

The steepest downhill was a sand one which most riders took flat out. The slowest Novice I talked to said he took it in third gear. Maybe the rain helped in that instance, giving a little texture to the sand. But on the uphills, none of which were steep, the rain was no help at all. Riders slipped and slip, pushing big bikes up little hills, falling and rolling in the mud and generally having a terrible time of it. But they all had fun. The whole idea was to try to finish.

First Trailbike was...guess who! Well, I guess I should tell the new readers. First Trailbike was, of course, Cordis Brooks (DKW).

Somebody didn't like the speeds at which Cordis was traveling and came over and borrowed a pen and paper so they could protest. They tore the bike down and measured it and the unofficial word is that the bike measures 5.8 cubic inches. 6.1 cubin inches equals (about) 100cc so Cordis' DKW is about 98cc. They are sending the measurements to Flanders for official approval, but it looks like Cordis is well within the legal limits. (I tell you, the kid is just fast!)

The rain caused some problems. A.C. Bakken said his bike wouldn't run. Oh, it would plug along, but it wouldn't get up and haul the way it should. Maybe a plugged fuel line.

Larry Pfutzenreuter couldn't see for the mud on goggles and glasses and then his pipe came off and he called it quits. Art Knapp wouldn't say what took him so long to get to the finish line. Wayne Cook (used to ride a Baja) was on a 400 Husky today and he had to play muleskinner to get it to run.

Jim Fishback had the brake lever wrapped around his hand so he broke it off, then he lost a footpeg and several other gruesome things happened and he called it quits.

Rich Mark said things just weren't going right for him. He sat on the finish line holding a naked throttle cable in his hand.

Things went O.K. for Tom Smith (Yam) and Todd Cornish (CZ) finishing fifth and sixth overall. They even said it was fun, although a little muddy. Allen Lund must have had a rough day. Jack (his Dad) pushed the Bul away for him. But Allen cherred right up when he learned that he was second 250 Expert and hung around to razz all the 250 Experts behind him.

Bill Friant (Puc) was second Div II Lightweight at about tenth overall. He had all the girls screaming and giggling, offering to kiss them. Bill was just covered with slimey mud and sand and did look a little wild.

Larry Foeseler (Baj) had evidently given up the idea of riding a 250. He piloted his 100cc Harley Baja in for second Trail Expert today.

Mike Cartledge (Hod) was third trail Expert today. Looks like he and brother Chuck may be taking turns. (No, you go ahead. No, go on, you take it today.) Ha!

The first three Amateurs in were all 250's. Phil Dawson (Yam), Dave Lapraik (AJS), and Bill Beard (Yam). Bill Eisele (Suz) and Heath Hibbard (Hus) got one and two in the Open class.

You know that guy with the big "R" on his jumper who was leading the Novice race? That is that Jim Eveland fellow from the Rovers M.C. Jim has been doing pretty well lately, but today he really got it together and led right off the line to the finish. Great ride.

A few more of those and Larry Haley (250 points steward) will transfer you to Amateur. Don't look so happy. That is limbo. You go there and nobody hears from you for six months or so.

Ken Evans (Hus) was running around fourth Novice through the pits, but he was really after Jim and in his haste he managed to pass everybody but Jim, finishing up second Novice overall and first Open Novice. I know Ken must be about to transfer. I even recognize his name.

Dennis Scammell (Hod) must be one of those Trail Novices I used to miss all the time. Somehow he got to be an Amateur without ever getting his name in the paper. And he is a fast one. Got first in his class today, with George Cuiles (Hod) hot on his heals.

Doug Martin (Hod) took pity on all of us who were standing on the finish line to see who would be first Trail Novice. He hurried, and won his class. Dean Hart (Hod) looked pretty clean when he pulled in for second Trail Novice, but maybe he stopped and had a quick wash-off before he came in.

Up in the Div. II Amateurs, Dean Modesett (DKW) asked how he did. "I think I got a second, maybe." he said. "They said in the pits that I was fourth and I think I passed two guys in my class." It was a first, Dean. You passed all three of them!

Tracy Huyck (DKW) may have been one of them. He got a second, followed by Don Finey (Pen).

Kathy Anglin (DKW) was first girl today. Kathy is just an Amateur, so she got first in about three different directions.

Little kid Tommy Walton was out there again today, on an Indian this time. Tommy's dad was going to ride one loop with him, but the big bike broke down and Tommy went the loop by himself. He goes pretty darn good for a nine-year-old on a tiny little bike.

Gino Massara, riding a bike with his own piston rings (He works for Poppy and they make piston rings for bikes) almost transfered without ever getting his name in the paper and that would be a real shame. Gino was fourth 250 Novice today. Congratulations. I hope you have fun in limbo.

Were we ever grateful for Rescue 3 and their heads-up first aid today! The one guy in that accident today had a leg compounded six times within eight inches and possible brain damage, and was about out of it from shock. Let us all hope that we never have to put their skills to a test like that again...while being thankful that they have those skills.

Four Aces put on a fun race. Even with the rain the guys said they had a good time. And, Four Aces give out the most far-out finisher pins in the world.

MAICO

CONTINUES IT'S WINNING WAYS

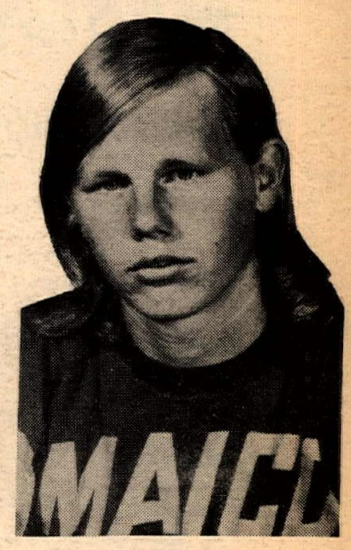
CMC 2/4/73 250cc Expert
Winner – Rich Eierstedt – MAICO
Second – Tom Croft – MAICO

Ascot 1/27/73 50cc Expert
Winner – Kirk Alexander – MAICO

CRC 1/28/73 Open Senior
Winner – Mike Todd – MAICO 400cc

CRC 1/28/73 250cc Senior
Winner – Von Petersen – MAICO

District 37 TT Scrambles 1/14/73
500cc Expert Winner – Kirk Redding – MAICO 400cc
Sweepstakes Winner – Kirk Redding – MAICO 400cc



RICH EIERSTEDT

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Read This If You Want To Race Pro Motocross

Summary of 1973 AMA Motocross Rules

thanks to John "Light Brown" Lancione

Here it is. The scoop for 1973. We learned a bunch in 1972 and these rules are the result of the efforts of a lot of riders, mechanics, dealers, factory people, promoters, AMA staff, and spectators. As the National Motocross Referee I am looking forward to this year as the best ever. Questions and problems are bound to come up so don't hesitate to call or write the AMA (P.O. Box 141, Westerville, Ohio 43081, 614-891-2425) or myself (Universal Accessories, Inc., 1712 So. Akard St., Dallas, Texas 75215, 214-428-8357). The actual rule book is mailed to each holder of a Competition License with his License. Additional copies of the rule books are available from the AMA or myself for $1.25 each except the set of three FIM rule books which is $7.00. I urge every interested person to read the rule book and be familiar with its contents. It sure eliminates a lot of hassling at the race track.

All riders and mechanics competing in or working at an AMA Professional event must be licensed by the AMA. The Competition License is $35.00 and the Mechanics License is $10.00, both are good until the end of December, 1973. For riders, we again have available the "John Doe" Mechanics License. A rider may purchase a "John Doe" License(s) and use it for anyone he wishes to enter the pit during the year. The cost is $10.00. The person who uses it to sign in must be an AMA member and present his membership card in addition to the "John Doe" License at the time of registration and pay the $4.00 insurance fee. If they do not have the plastic membership card they have to buy a new one. Factory representatives must display proper credentials (Mechanics License, etc.) for entry to the pit area.

Members of the press!! Please do not come to us for pit or press passes. Press passes are the responsibility of the promoter. There is no such thing as "The AMA only gave me a few press passes." The promoter is in direct control of who does and does not get press passes. If the promoter asks for money for a press pass, as a few did in 1972, you are getting ripped off.

The promoter is now allowed to charge riders a general admission fee at meets with a purse of $1200 or more except National or International meets. One free admission to the spectator area only will be furnished to each rider upon request at all meets. Mechanics do not have to pay the general admisstion fee but do not get a guest pass.

Riders are classed as Novice or Expert. Advancement from Novice to Expert requires 80 points. Advancement points are awarded to ten place in each Moto. First gets ten points, second gets nine points, and so on. Riders may be advanced to Expert without earning a sufficient number of points with the endorsement of two members of the Competition Congress and his District Referee. No advancement, however, can be made after the license is issued.

The following apparel must be worn:

Helmet: must meet the safety Helmet Council of American (SHCA) standard and carry its serialized approval sticker and a permanently affixed exterior marking showing the name or number of the approved product.

Goggles: must be shatterproof.

Shirts: Jerseys or shirts must be long sleeved. Only the riders last name, number and letter can appear on the back. Nothing else.

Pants: Leather pants must be worn.

Boots: Must be at least eight inches high.

Promoters of professional races must have no less than two ambulances at the track before practice begins. Races will not be allowed to continue if there is not at least one ambulance at the track at all times. The cost of track – to – hospital ambulance is the responsibility of the promoter. For all International and National Motocross events the promoter will furnish a metal starting gate acceptable to the AMA. All Motocross starts will be made with a mechanical device: Rubberband gate

Do all these things right, go fast, don't break and you still have to beat this guy.

or a mechanical gate. Each single machine must have one meter (3.2 feet) of starting space. The Referee may hold a lottery to determine starting positions for the first Moto. In subsequent Motos, the riders will be allowed to choose positions on the starting line according to the position in which they finished the previous Moto.

The flags this year are: GREEN: Start, WHITE: One lap to go, YELLOW: Danger on track, RED: Stop the race, BLACK with 1" white border: Individual rider disqualification, WHITE with BLACK CENTER: Another rider trying to pass, move over, WHITE with RED CROSS: Ambulance needed on track, BLACK & WHITE CHECKERED: Finish of race.

There are three equipment classes based upon engine size: 0-125cc; 126 – 250cc and Open. In National Championship Motocross a rider may enter only one class. Both Expert and Novice riders are eligible to ride any motor class. Novices will not be permitted to participate with Experts, unless the Referee declares a meet a combined program, due to lack of entries. Three or more classes can be run if prize money is greater than $900 minimum. Motocross races are scored on the "Olympic System". One point for first; two points for second; three for third, etc. The riders with the low number of points is the winner. In case of a tie, the last Moto will be the tie breaker. Any rider who did not start or complete one – half the laps of the winner and takes the checkered flag, will receive points corresponding to the total number of riders entered in his class.

The standard Motocross meet shall consist of either two 30-minute (minimum) Motos or three 20-minute (minimum) Motos for the Expert class. Novice riders will have two 20 minute Motos or three 15-minute Motos. If there are more riders in a class than can safely be accommodated on the course, qualifying Motos may be held.

Motorcycles must be equipped with a functional electrical and/or mechanical ignition cutoff switch or button, mounted on the left handlebar, within reach with hand on the grip. Wheel axles must be steel. Titanium frames, swing arms, or handlebars will not be allowed for AMA competition. Side stands and center stands must be removed. All footrests must fold backward at a 45 degree angle. The length of the footrest from the pivot point not to exceed five inches. Handlebars must be steel. Cracked or broken handlebars are prohibited. Equipment used in Motocross must have a muffled exhaust system meeting 92 dB on "A" scale measured at 50 feet. Noise will be measured and if your bike is too loud, you won't race.

Number Plates. Three number plates are required: Minimum dimensions are 9 inches and 11 inches wide with the four corners cut off at a radius of four inches. Metal plates shall be no less than .045 inch thick, or .030 inch if beaded for additional stiffness or not less than one-sixteenth inch thick if fiberglass or ABS plastic.

Number Plates must be securely mounted in a workmanlike manner. They must be affixed so they are clearly visible and not obstructed by any part of the motorcycle or by the rider when he is in the riding position. Expert rider number plates shall be white with black numbers. Novice rider number plates shall be white with red numbers. Numbers must be at least 5½ inches in height and of standard type block lettering, with no shading or outlining. Letter no less than ½ inches in width must appear in the lower right hand corner of the plate and be at least 2 inches high. All riders must have numbers a minimum of eight inches high and letters a minimum of three inches high on their backs and and numbers on each side of the helmet a minimum of three inches high of a contrasting color. This is a number and letter assigned as a professional competition license predicates. All riders must have their last names in block lettering on the back of their leathers, or jersey, at the shoulder line. Only rider's last name, numbers and letter may appear on back of leathers or jersey.

Each class will have a minimum weight limit for the motorcycle. No ballast will be allowed to be attached to any motorcycle. 125cc Class – Each motorcycle must weigh at least 80 kilograms (176 pounds). 250cc Class – Each motorcycle must weigh at least 88 kilograms (194 pounds). 500cc Class – Each motorcycle must weigh at least 95 kilograms (209 pounds). Weight will be without gasoline but with oil. And yes, we will have scales at the races.

No one except riders officially entered may ride or practice on the race course the day of the meet. A rider whose machine is disabled before he reaches the finish line may, by his own unaided muscular energy, push or carry his machine across the finish line to complete the race. Any rider leaving the course shall only continue the meet from the point where he left the course. No rider shall at any time ride in such a manner as to endanger life or limb of other riders, officials, or the public. Violators of this rule are subject to immediate disqualification and suspension by the Referee.

The claiming price of 0-250cc Motocross machines is $2000. For Open Class machines the price is $2500.

There is more, so get a copy of the Rule Book and know what's in it. It's too late the day of the race. Your comments and/or criticisms are appreciated. Just let us know.

Here is Tom Smith presenting Ms. Dolly DiffBrake, a visiting dignitary from Uganovakia (you can tell by the funny name), with an award for having the snappiest earrings at the Barstow-to-Vegas banquet. Oh no...Er ah, there seems to have been a mistake. Dolly D. is giving Tom the certificate (which is really a check) for such a nice evening, er, day. Or rather for winning the B to V thing. Or something. But that's OK. We still think that your earrings are trick, Ms. DiffBrake.

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How Come Cheaters DO Prosper in Sportsman Racing?

TO CHEAT OR NOT TO CHEAT?
Only If You Don't Get Caught

by Elaine Jones

SPORTSMAN: One who takes part in sports. Who plays fair and can lose without complaint or win without boasting. Somewhere along the line this meaning has been lost to many of today's riders. The attitude is, if you don't get caught, do it. The saddest part of all is the grave injustice done to the rider who plays by the rules. It's becoming a case of the good guys finishing last. Of course, this is not true for all riders, but it sure makes it harder to race competitively.

What is most disturbing of all is the flagrant disregard for rules, whether at an AMA sanctioned event or at a weekly sportsman contest. Ignorance is no excuse because, usually, it's impossible!

Just in case you're not aware of what is meant by cheating, I'll give you some examples, and, if you think real hard, you will probably come up with five more to every one that I've listed. These are all things observed over the years at all tracks so no particular track or organization is being singled out.

The first and the most maddening is the payment of money at sportsman events. It doesn't make any difference if it's only paid to Experts, it is still a sportsman event and the minute the green crosses the palm that standing is lost and you become a professional. You are earning money for a talent.

What many of you don't know is that as far as amateur athletics are concerned, you're dead. That takes in a lot of territory because it includes all high school, college and Olympic competition. Olympic Decathlon winner, Jim Thorpe is a good case in point. He was stripped of his medals because he had played smalltime baseball and earned a couple of bucks. Harsh and unfeeling? You better believe it but that's the name of the game. An amateur is a sportsman, a professional is one who earns money. You can't be both.

What really rubs wrong, is that rider who rides as an Expert at one track, wins money, then goes to another track, even AMA events, and signs up as a Novice. This is a sportsman? A lot of tracks move riders up through the ranks because, believe it or not, everybody doesn't belong to the AMA and does not have a rating. Then we have the riders who ride both as Amateurs and Experts at the same track on the same night. You can be one or the other but you can't be both. The same goes for riding out of class with your machine.

Now we come to the more sophisticated and subtle ways of cheating and at the head of the list is the use of fuels. The AMA rule specifically states: pump gas *only*. Why then are riders literally getting asphyxiated standing behind guys running nitro and oils laced with nitro which are appearing on the shelves of your local neighborhood cycle shops. Nitro is a fuel and fuels are illegal no matter what percentage used. Keep this bit of knowledge in mind the next time you mix a batch. These mixtures are highly toxic and can kill with prolonged exposure, even in the open. The life you take may be your own. They are also highly flammable and on more than one occasion I have seen bikes catch fire. Is the risk worth it?

There are all kinds of mechanical tricks that don't show on the outside but get the job done on the track. I'm not talking about porting and the legal tuning but deliberately signing up as one thing when you know darn well you're running something else. Under this category comes lying and boy, there's a lot of that going on. How many of you know guys who rode Ascot before they were eighteen? Now that the age has been lowered to sixteen, how many fourteen year-olds will be out there? Don't the parents of these kids realize that in falsifying entry blanks the insurance companies have a good case for saying, "Forget it" when and if you ever need to collect.

These are just a few things, but a bigger and maybe more appropriate question is "Who do you blame? The parents, who in their zeal to have their kids become winners, will stop at nothing? Promoters who, in their greed for more profit, don't care as long as the rider buys an entry? The AMA, for not enforcing their own rules? The riders who want to win no matter how they have to do it? Reporters who keep quiet about what they see so that they don't offend anyone? Probably all of us can share in the guilt but we can also do something about it.

First of all, as a rider, play by the rules, then the problem is eliminated. If you feel a rule has been broken, speak up about it. It's your sport and if you want it to become dirty all you have to do is take a do-nothing attitude. If it's worth having; it's worth fighting for. For those who still persist in cheating, officials are needed that will clamp down hard on offenders. It only takes one or two times and the message will be received. Communication between tracks, so that they have an idea about who are the up-and-coming riders would help. This can also be accomplished by checking the result columns every week in Cycle News. So it takes time. It's worth it. Reporters who are tuned in to the tracks they're covering, and to the riders, can help. They are in a good position to act as a mediator because many riders have taken their beefs to officials only to have their protests fall on deaf ears.

The reporter has the duty to praise those tracks and clubs that are doing a good job and inform the public of the bad ones so that the riders can then make the choice of what organization they want to be associated with.

Cheating is getting out of hand. If you love the sport and are a true sportsman, it's time to clean it up.

The National Papers

by Robert F. Read

HOUSTON

The gold plated Gold Cups from Yamaha came back to California from Houston this year, and, in spite of the fact that the season has just started, it looks like another big year for the Californians.

Three of the four former TT winners didn't ride. Skip Van Leeuwen has retired, Dick Mann broke his self made frame and didn't ride after turning in one of the top time trials, and Jim Rice, although officially entered, failed to show up.

A lot of epole will be asking: who is Mike Haney? Mike has always ridden a Triumph and started out as a TT rider only. It stayed that way for many years before he tried Half-mile racing. If he had come up under the current advancement rule he would either be a Novice or a Junior on the ovals and an Expert in TT's. But he didn't, so when he decided to try the Ascot Half-mile he had a lot of ground to make up. Instead of making it up, he ate it, falling off on every turn many times until late last year.

Haney is also noted for being a rider that jumped into motocross, riding a 650 Triumph and not doing too badly, riding the largest machine in his class. Mike is also a cross-country rider, running in more than one of the previous Bajas and picking up dollars.

His Houston victory came because he made no mistakes and because Kenny Roberts could not get far enough away to feel really secure. Haney wasn't even breathing hard at the finish of the race on a track described by the riders as the roughest and worst in the five year history of the vent.

Jim Odom got back on a Triumph for the first time in two years. It was the same Triumph that he nearly won on in 1971. The machine had been put in a corner in Les Edward's shop in San Jose, just like it was planned that way.

Mann's troubles stayed with him the following night for the short track events. He passed up a new Rickman in favor of a 350 BSA single, and it ran like a clock. The only trouble was that the battery fell out on the first lap of the final, after Dick had pulled a second in the heat race.

The hit of the short track had to be the new 360 Yamaha and the Rickman 250. Both of these machines are somewhat new to short track competition and both proved, against the best short track competition this season, that they have the horsepower and the handling qualities that it takes to carry the rider to the money and points.

As usual, Dave Aldana added his touch of confusion to the event. He entered the short track on a Norton. The problem is that Norton does not have a lightweight machine. Announcer Roxy Rockwood, knowing that Aldana was under contract to Norton, assumed then that the machine was an AJS. It wasn't, it was a Kawasaki (not even painted green and white), entered by former racer, Dallas Baker.

One of the smartest races run at the Dome was turned in by Texan, Buck Boron, a rookie Expert. In the heat race he set back in third while Aldana and another rider were bar-banging all the way to the last lap. Then unknown Buck zapped them both and won the race. A heads-up job by a rider that bears watching, at least on the short tracks.

The "most unique silencer" award has to go to Harley–Davidson who had their team riders equipped with a unit large enough to pack at least five gallons of moonshine or gas. Guess what. One of those silencers fell off on the first lap of a heat race. Wonder how that happened? If it hard bounced into another rider, or the stands, it was big enough to wipe out a bike or a dozen people.

The Junior-only Invitational was limited to riders from Texas and Louisiana, and it proved at least a couple of things. Louisiana does not have as good a group of Juniors as Texas this year. It did give Texas their first win at the Dome but future National dirt tracks this season will probably open the doors to the best Juniors. Rick Hocking was seen in the pits biting his nails and wishing that the promoters had picked top rated riders and not just locals.

DAYTONA AND DALLAS

Where do we go from here? On to Daytona, of course, and then to a first time Dallas road race. Daytona has a new twist to the track that will be an equalizer for some of the machines. Dallas gets the honor of having the first of the new road race programs where riders have to qualify for the National final rather than just be there and line up.

Honda has their Japanese ace, Morio Sumiya, in California getting him ready for his American debut at Daytona. Morio is the number one road racer in Japan and has been testing and racing for Honda for ten years. His best finish outside of Japan was a sixth place in

(Continued on page 26)

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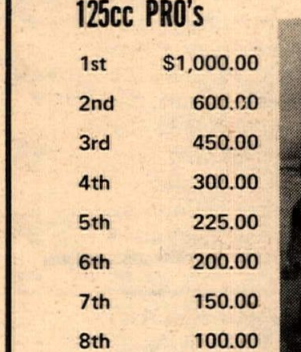

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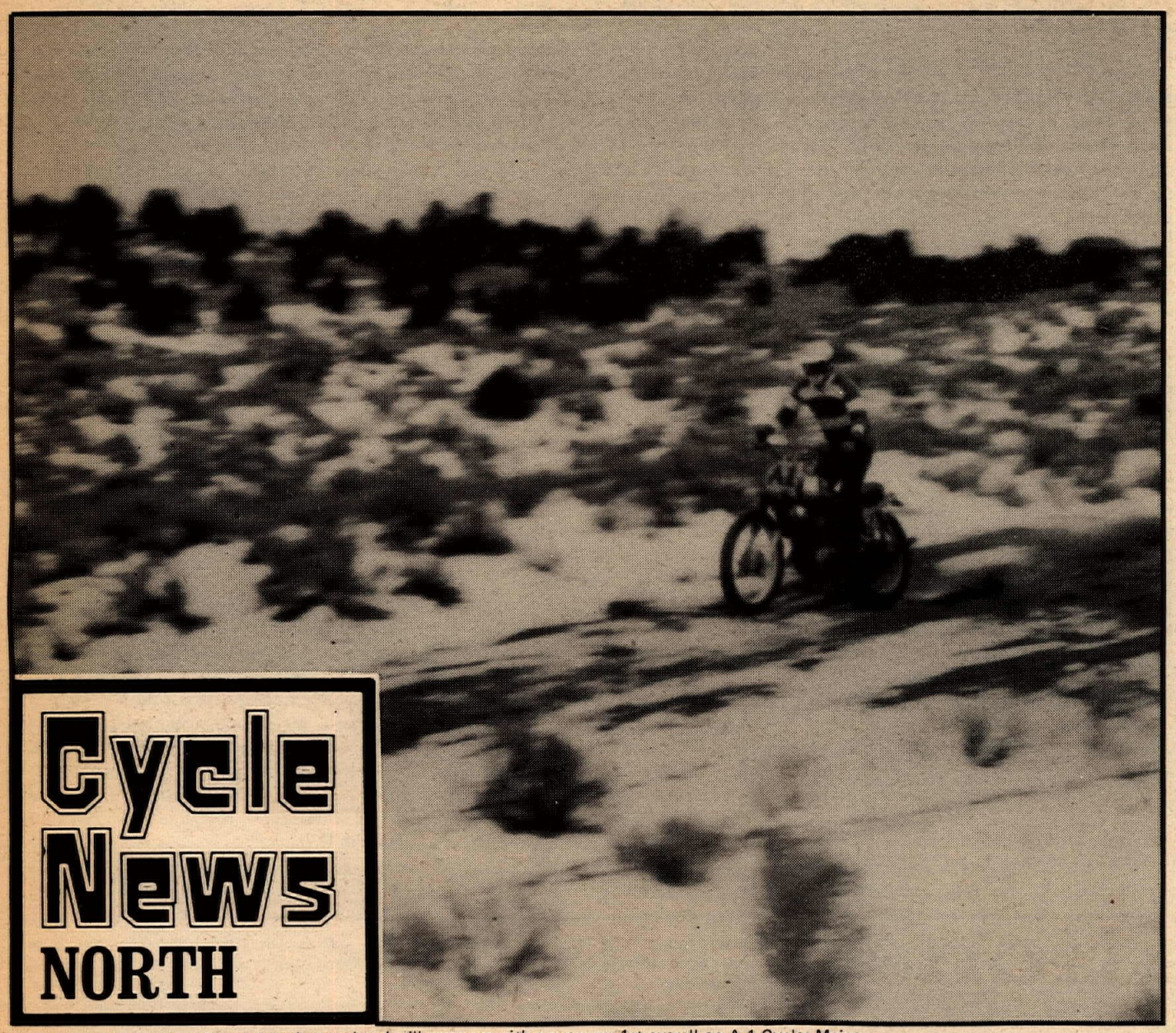
181 Take On Snoto-Scrambles in Oregon



Keith Nerseth took the time to be sabotaged and still came up with a runaway 1st overall on A-1 Cycles Maico.

Cascade Hare Scrambles

by Larry Ulrich

BEND, ORE., Jan. 28, 1973 – One hundred and eighty one riders lined up at 10 am on the cold central Oregon desert ready to meet the challenge of riding 80 miles through 2-4 inches of fresh snow with rocks hiding underneath. At least another 20 riders decided to be spectators for the day. Their fears of slippery conditions were unfounded, however. That many riders soon blasted the snow away, and only a very few places on the entire 40 mile course were slick.

At the end of lap 1, it was Springfield, Oregon's pride, Keith Nerseth riding a Maico for A-1 Cycle of Eugene, in the lead. Lead? He had a full 10 minutes on the next bike. He was followed by Ray Crawford (Yam) Tom Montgomery (Hon), Dick Jagow (Suz).

In the Pits, Nerseth stopped to gas up and could not restart his bike. After much kicking and pushing, someone noticed that some joker(?) had pulled his spark plug wire. The spark lead back in place, his now flooded Maico had to be push started. Nerseth still maintained his lead.

By the end of lap 2 and the finish it was still Nerseth, followed by hard charging Gordon Young of Portland riding an American Eagle. Not far behind was 250 winner Tom Montgomery on a potent 250 Honda single. The overall winner of the Dec. 31 race, John Campbell was next, still riding his trusty Hodaka.

Though quite a ways down on the overall list, Mike and Roger Brons of Newberg Oregon took 1st and 2nd place Trail bike with their Hondas.

Teresa Maddux of Bend, many times the only girl to enter, usually finishes these Cascade M/C events and is getting closer to a trophy each time. She is going to have to quite chasing the boys and pass them.

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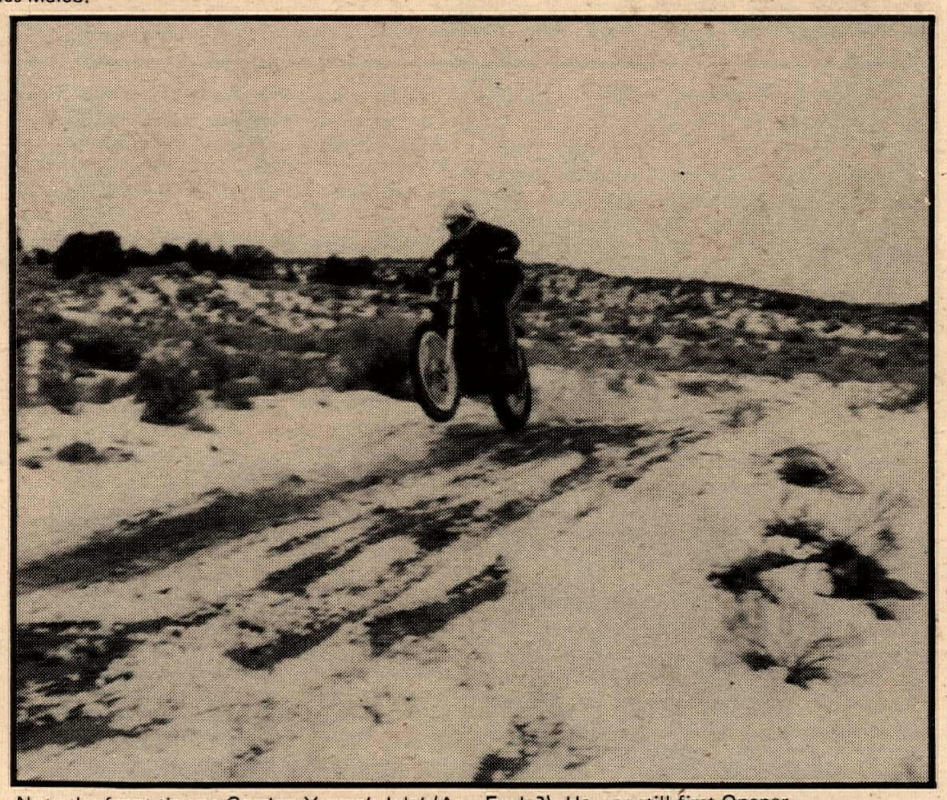
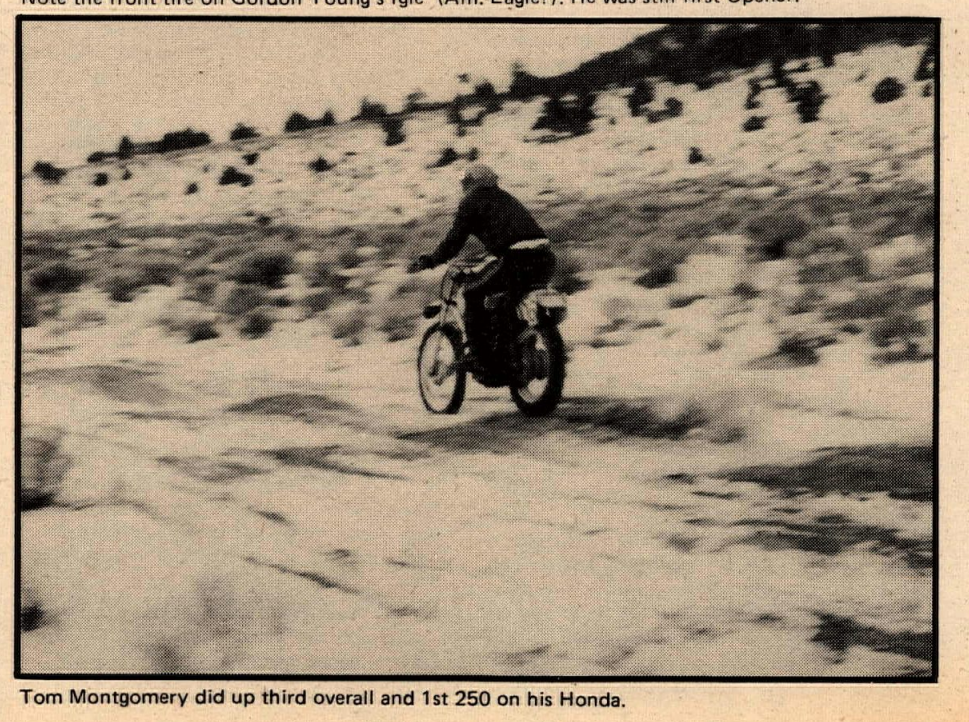


Note the front tire on Gordon Young's Igle' (Am. Eagle?). He was still first Opener.



Tom Montgomery did up third overall and 1st 250 on his Honda.

Hottest Thing Indoors Since Bowling

by Bill Spencer
Photos by Jim Hayes

SANTA ROSA, CAL., Feb. 2, 1973 – Santa Rosa indoor racing, unlike the old San Jose riots, is the hottest indoor activity since bowling faded. Mike Kalamaras and Terry Otton are the latest to visit the winner's circle in events that see new winners just about every week.

The hottest contested event was the 250 Expert B main with Otton just nipping out Jim Coates in a heads-up battle from start to finish. Coates led all but the last lap and a half. Otton got the best of him going into the first turn and showed the field the way home.

The A division was an easy win for Kalamaras after some false starting and lots of crashing. Mike moves into second place in the standings with the win and also second in the newly formed white plate standings for the top twenty Experts. Jerry Kole still maintains his slim lead.

Denne Kalamaras appears to have the 200 Expert event wrapped up and added to his lead tonight with a win over Duane Yarrow. The early leader in points was Dave Faria who has lately had troubles keeping his 100cc motor upright.

Sal Versaggi appears to be an easy winner when things aren't going right as he won the 250 Junior main by a bunch. He is suffering the pangs of unemployment and wants to get married soon. When he was working and dating, he couldn't get of his own way.

Pete Finney got a terrific inside pass on Chuck Doxiour to take the lead of the 250 Novice A division main on the third lap. Three laps later the second place man got in the way before Finney took the lead back.

Hard-luck Byron Robeck got his stuff together for the 200 Junior main and came out a winner for a change.

Eagerness counts but may not make you fastest (Above). Terry Otton and Jim Coates (48F) turned the fast trick indoors (Below).

Danny Turner leads with Charlie Marshall in hot pursuit in the 125 Am-Ex class at Oasis.

Oasis MX

by Terry Sloan

OASIS RACEWAY, CAL., Jan. 28, 1973 – The Ukiah Valley Motorcycle Club put on their first motocross today and combined the two necessities for good racing; good riders and a good track. The track is located near Clear Lake and makes use of the natural terrain, including hills, rocky creeks, and a rolling meadow.

During practice the frozen ground was covered with a thin layer of mud making the track slippery as Oilcan Harry doing a Brylcream commercial. Some interdisciplinarians (hope we get paid by the word) were noted circulating with both feet firmly planted on the ground, taking Sammy Miller's advice that "a little dab'll do ya" to a new extreme. The sun thawed things out and the track worked into a nice tacky consistency interrupted by frequent mudholes.

As for the riders, the 125 Ex/Am. class saw Charlie Marshall, the top ranked motocrosser in District 36, pitted against Danny Turner who holds the No. 2 blue plate. In the first moto, Marshall forced his Zundapp to a hard-fought win over Turner's Monark. But Marshall was hard pressed to even keep within striking distance during the tie-breaking second moto until the Monark's expansion chamber broke. Turner then retired leaving Marshall unopposed for the win.

Both 250 Ex/Am. motos were race-long battles between Nelson, Hart, and Fleshins riding respectively Husky, CZ, and Bultaco with Hart's second and first place finishes taking the trophy. Rick Sutton is making a habit of winning in the Novice Open class. He took his division today.

The Open Ex/Am. class was, you guessed it, another Charlie Marshall benefit. Marshall, who has given up his Bultaco ride for a partial sponsorship by Cooper Motors, won both motos easily on his Maico.

All in all, it was a good day for Marshalls and Maicos. Maicos took one 250 Novice division, both Open Novice divisions, top Open Amateur, first and second in Open Expert. Charlie Marshall's younger brother Mike won the 100 Novice class on a Honda.

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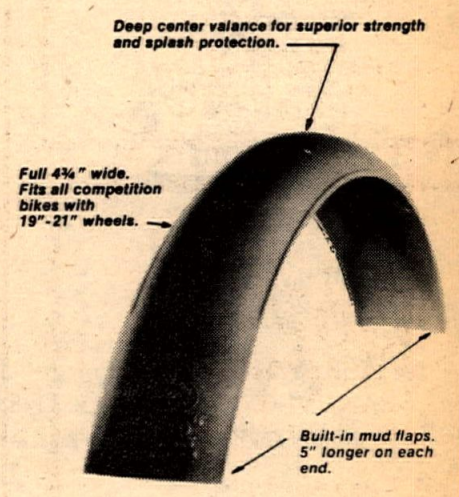

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Doug Weiss (Mai) shows the type of day it was in the Open Expert class at AME/Spillway.

Part of the rearson was the presence of Mark Blackwell (Hus) who won, if not dominated, the Open Expert class.

Spillway Park Motocross

by Mike Anderson

SANTA MARIA, CAL., Feb. 4, 1973 – The A.M.E. held their first money race at Spillway Park. Although the turnout was small there was still plenty of excitement.

A.M.E. fast cats showed up to try their luck against the Spillway locals and one wound up winning the Open Expert class in all three motos.

Mark Blackwell (Hus) fell in the first moto and was a hundred yards short of being lapped before restarting his bike. Joe Cushaway (CZ) had taken the lead in this moto before his bike ran sour, then Doug Wies (Mai) took over first place and did a job of holding off David Harrell (CZ). With four laps to go, Harrell passed the high flying Wies but Mark Blackwell, who had been forgotten, passed Wies and Harrell two feet before the flag.

Blackwell won the second moto also and, while winning the third moto, he broke leaving the win to Greg Higgins (Bul). Blackwell still won overall and last moto winner Higgins took second. Ron Bass rode his brothers's Suzuki 250 when his Maico broke. He would have gotten third but was disqualified.

The 250 Experts really had a surprise winner. Martin Towne (CZ) took the overall win with a 2-2-3. Rick Long (Yam) had taken a huge lead over the rest of the field in the first moto only to have to drop out with mechanical difficulties.

John Grossini (CZ), who wasn't even going to race, won the first moto with Towne second and John Caldwell (CZ), third. Grossini and Caldwell were really going at it in the second moto until Grossini threw a chain. Then, with a huge lead, Caldwell broke a lap later. Stan Clay (Mai) won that moto with Martin Towne again second and new Senior Mike Martin (Mai), third.

Grossini took the lead in the last moto and held it the whole race until the last lap when Sherman Schneller, who had borrowed a new model CZ after his broke, passed Grossini.

The whole track was glad to see Larry Greer (Yam) smoke the 125 Experts. When Larry's bike holds together, he usually wins and that's what he did today. Pre-race favorite Tom Brooks had problems, falling in the first two motos but took the lead in the third moto and stretched it to the limits, winning by nearly half a lap.

The A.M.E. will be holding money races at Spillway the first Sunday of every month, so if you don't want the locals to clean up on the cash, be there.

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It Didn't Rain In Arizona

Watch that first whoop-de-doo. It's a lulu.

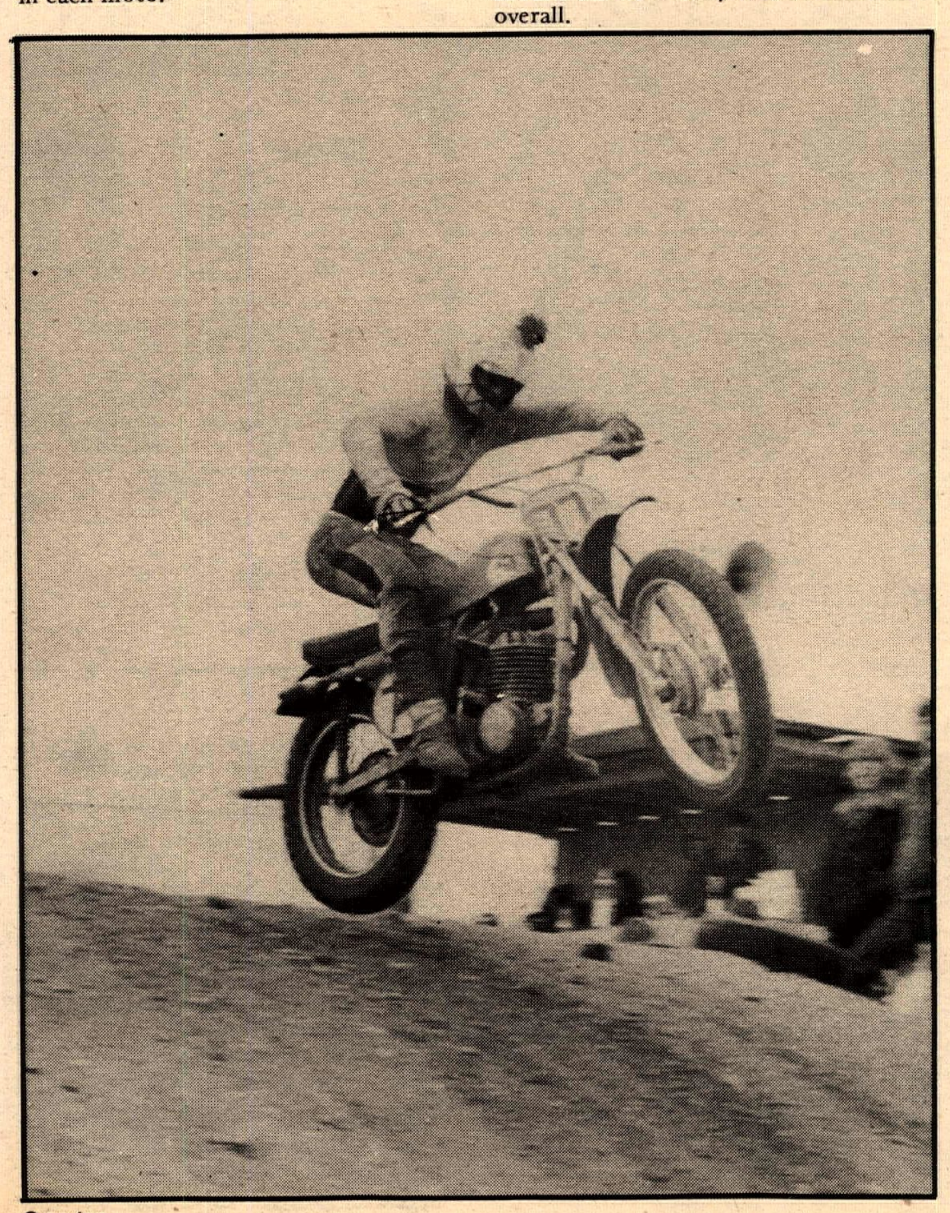
Arizona Desert Raceways

by Mike Murphy

PHOENIX, AZ., Jan. 21, 1973 – Chuck Lampe (Mai) played cat and mouse with Husky hustler Bob Wharton again, but the way Wharton was putting it together, it won't be so easy before too long. Lampe led every lap of each moto in the 250 Expert class: Wharton held the number two slot right behind. Now and then, Wharton would try to pass Lampe but just didn't have the right combination to open the door that Lampe closed. These two riders are definitely a class by themselves as the rest of the 250 Amateur/Expert field was left far behind right after the start in each moto.

Darryll Tussing brough his new Maico out to ride the 250 Experts. Darryll must still like A-Jays though as he rode with an AJS sticker on his Maico. Although Tussing finished third in moto one, he DNF'd the second moto by the waterhole which put him out for points for this race. But he came back in the third moto for another third. Maybe with more waterproofing...?

The duelling duo of the 125 Experts were Gary Hickerson (Puc) and Darryll Tussing (DKW). Tussing's 2-1-1 gave him top overall to Hickerson's 1-2-2. Bruce Barton (CZ) managed a 3-4-3 aboard his new Chey-Zed to take third overall.



Greeving.

Gary Tussing (Hus), the other half of the Tussing Racing Team, aced all three motos in the 125 Amateurs to capture top gold ahead of John McCurry (Hod) and Brian Goodby (DKW).

The man who earned the title of Mr. Dominate of the day amongst the Novice classes was Tom Warren (Yam) who aced his three motos far ahead of the competition in the 125's. Tom St. Peter (DKW) and Mark Clark (Puc) tangled back and forth to end up St. Peter grabbing second and Clark third.

Cal Redman and Lee Noblitt, the number three and one plate holders in the 250 Amateur class, usually have a race of their own and today was no exception. Noblitt edged out Redman in the first moto and Redman didn't want that repeated in moto two. In the sixth lap coming onto the back straight both riders were power-full-on when Redman tried to pass Noblitt on the inside. "I don't know why I tried to pass on the inside right there," said Redman later. "I knew that's where Lee took the inside line." Redman's front wheel connected with Noblitt's rear knobby which created a highly unstable situation for Redman. ENDO...three times. Redman suffered nine broken ribs on one side, and punctured and partially collapsed a lung. This is the most serious accident yet at ADR. I hope Cal gets well soon.

AMC South MX at Mira Mar

MIRA MAR, CAL., Feb. 4, 1973 – The American Motocross Club South held their first race today at Mira Mar. This is a new track near San Diego.

The 100 Beginner class was won by Pat Haworth (Yam) with a clean sweep of all three motos on his Yamaha. Steve Cozey (Hus) made a fine show for his very first race (Ha Ha) winning the 125 Beginner class. Charles Langdon (Pen) took all three motos to win the 125 Novice division.

In the 250 Beginners Robbie Storrs (Yam) finished 11th in the first moto but came back to win both the second and third to give him the overall win. In the 250 Novice division it was Delano Hale (Suz). Brad Lord won the first moto of the 250 Juniors but bike problems put him out the rest of the day and Stephen Rhoades went home with first overall.

Open Beginners was again the same story as Jon Hale on a Suzuki won the first moto never to return and the win went to Earl Nichols (CZ). Open Novice was a clean sweep by Charles Shunk on his Husky. Old Timer of the day was Don Mock on a CZ.

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The Weatherman Did It to Baymare Again

A good start can be useful.

It isn't that he is having steering problems, he just can't see.

by Art Cox

MOORPARK, CAL, Feb. 11, 1973 — The weatherman again (as last week) drenched Baymare Valley with showers prior to and during Sunday's muddy-cross.

Motorsport refuses to cancel a race because of rain, so the few riders that showed up to slip and slide were all combined and given three fifteen-minute mudos.

Because the regular course was a little too wet and slippery, Roger Smith led the riders to develop a special course for the day.

The Old-Timers out-numbered the other classes (Where were you young riders?)

As the start flag waved, Bill Todd, "Like Son Like Father" grabbed the lead never to be challenged. Todd rides with the Old-Timers, and his son Mike (both have radial head Maicos) must have mentioned the fun that he had the Sunday prior taking home second place Open Expert cash as a muddy event.

Todd, at times, looked as smooth and as fast (Ake, eat you heart out!) as Junior. He won all three motos. Alex Solis (125 Wombat) riding for Desert-Moto-X of Tarzana, flung his Hodaka around all day to win the 125 Novice.

Solis, in the third moto, took over the lead after Todd fell and held it for three laps until the Maico pilot regained first position.

One rider didn't want to slow down to clean his plate, so he just held up two fingers while going by the lap checkers. The gals gave him the two-finger sign back each time, thinking it to be the peace sign, not knowing he was desparately trying to tell them he was riding with Number Two plates for this event!

Next Sunday will be Super-course Day. Minis and Powder Puffs will run, as well as Novices, for 40% same day trophies. Experts will race for 100% cash payback.

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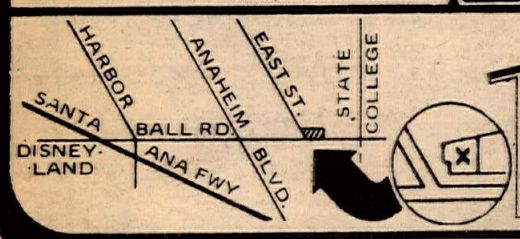

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I think I can, I think I can...

How to Lose a Race and Win the Fans!

by John P. Baker

Early in my racing career I discovered one very important fact, "It's not how you play the game, but if you win or lose!" Although this statement is in complete conflict with all we were taught as children about sportsmanship in competitive activities it is not the less true in motorcycle racing.

Countless times, when I have found myself being out-powered and out-ridden by a fellow racer I have resorted of certain face saving tactics. Several of these tactics which I have found most successful are listed below:

1.) Fall of bike during the first lap in hopes of getting a restart.

2.) Act as if trying to adjust carburetor because of loss of power, but actually pull choke to give fans an impression of a misfiring engine.

3.) Pull into pits, but get just in front of the stands and stop bike. Get off bike and fall to ground, faking heat prostration. CAUTION: This particular tactic may only be used on extremely hot days.

4.) After running practice and deciding that you have no chance whatsoever of doing better than last place, fake limp while pushing cycle to starting line.

5.) Start the race with a slow air leak in one of the tires so you'll have to pull over before the end of the first lap.

Believe me, anyone of the above tactics will provide sufficient drama to bring the most heartless of fans to their feet in sympathetic appreciation.

Saddleback Soggy Again

AMC MX at Saddle back Park
or
"Mother Nature Doesn't Dig MX, or is it ME She Hates?!?"

by Scott Heidbrink

IRVINE, CAL., Feb. 10, 1973 – Well, she did it to us again. Yes, the old lady let us have it. But this time she started early. Ole Mom Nature started dropping her liquid greetings in the early days of the week just to make sure that everyone would find a good, mushy track for today's action. But we fooled her. We raced on it.

A small band of trusty (and muddy I might add) motocross types decided to brave the elements with result: FUN! The track was tricky, but most who raced seemed to really dig it.

Luckily Saddleback has been on their toes, so the pits were easy to get in and out of, but to be on the safe side, most still parked where they wouldn't have to wait for the thaw to get their cars out.

Our old friend, DUST, decided it was too wet to show his ugly head, and let his good friend, MUD, take his spot. The turn-out was so slim, there were two divisions: over 250, and under, but they were scored separately.

Mark Freeman did an excellent job of dominating the 100 Beginners today, beating fellow Yamaha riders, Bob Quintin and Hal Richardson out in style. Don Carlson won his division easily, being the only 100 Novice left after the first moto.

The 125 Beginners proved to be one of the most exciting of the day, with Mike Molletta taking his Bul across the line for his first overall win! Mike has been trying for a while now, and has gone through one piston trying to do it. Today, Mike had the win in his pocket. Mike was leading the pack in many cases, or had lapped a large number of the field.

The first moto, he streaked to the win, but in his second go-round, he fell, seemingly destroying his chances of the overall win. But he got back up, finished, took first in his division, and lapped most of the other beginners to boot. Mike was leading the entire pack in the third until his thirsty Bul wanted more than Mike could supply, and refused to run any more, but Mike still had such a lead, he finished second for that moto. It really seems that Mike can excel in mud (or at least he can excellerate!)

In the Beginner end of the 250's, Marvin Masuda stepped off his 175, to trounce the 250's on his Hoosky. Mark Lauzon on an old, and seatless Ossa (seatless in the second moto at least) was the closest thing to ole Marv.

Chuck Richardson continued his dominance of the Novices, and everybody else on the track for that matter, too! Rancon Bruner took his Husky (Aren't those the funny, furry Northern sled dogs or something???) to the Open Beginner win over flying Greg Sexton, on his "radio" Maico.

The only problem was that all the action was back on the track today, with little to no action in the pits. Just when I was going to start promoting Car-O-Cross (sort of a cross between MX and a destruction derby). Well, maybe next rainfall! Be sure and make it down (or up, as the case may be) to next week's thrilling, slick happenings here at Saddleback, Mud Capital of Orange County, and catch (Not literally, please) some of the action: sliding bikes and scooting cars!

If it leans that way I lean this way, we should go about that way.

If the rain keeps up, it won't come down.

San Manuel MX

by Maxine Morrow

SAN MANUEL, ARIZ., Feb. 4, 1973 – The move-up of two Novice riders to Expert by track officials was clearly justified today as Johnny Brown (Yam) and Steve Watmore (Hus) smoked the "old" Experts in the 125 class. In moto one, Watmore led every lap to take the checker, with Brown right behind. Brown pulled out ahead in the second moto, putting quite a distance between himself and Watmore, who in turn pulled far away from the rest of the pack. In the final moto, it was Brown again all the way to the finish, taking the overall victory. Watmore, after battling with Husky rider Mark Hotchkiss for second, claimed third for the number two overall finish.

Incredible George Daiber on his 400 Maico did it again in the Open Expert division. In two 10-lap motos, Daiber was two and one to capture overall honors and the lead in season points standings. A four-way tie existed for first going into today's race.

The Opens and 250's were combined with Sam Redman (CZ) unchallenged for the 250 win. Redman swept to an easy victory in the first moto, leading both classes. In moto two, Daiber took the lead in the first turn and held it for three laps before Redman sailed by on a jump and stayed out in front for the remaining seven laps.

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The Jones Boys Battle Mud

by Mike Capalite

TRABUCO CANYON, CAL., Feb. 4, 1973 – DeWayne and Gary Jones made the muddy motocross track at Escape Country look like a TT track today as they put it on everybody in the 250 Expert class.

Situated for draining as it is, it is virtually impossible for the track to get rained out no matter how bad the weather (Unless one of the drains gets plugged up), so while the course was muddy from the constant rains all week, the track was still intact. The one spot that gets a little hairy is the straight-away into the first corner, here the mud gets deep and a little rutty.

With the 250 Experts on the line, Gary Jones opted to start from the far right-hand side while DeWayne choose a center spot. This decision proved to be Gary's undoing as he got off the line in good shape, but when he tried to jump into the main course, the rutts slowed him down enough that DeWayne took the lead.

For the entire race, these two pushed their Honda two-strokes to the limit with Gary right on DeWayne's rear wheel the whole time, but he just wasn't able to get around him as DeWayne took the checkered flag. After the race, DeWayne was rather elated, he made the comment that this was the first time he has ever beaten Gary in a moto.

In the second moto, DeWayne had even more reason to be ecstatic as he took the lead again, although Gary had moved to a center starting position. This moto was a repeat of the first with DeWayne and Gary finishing 1-2 with a half lap lead on the rest of the pack.

With two firsts to his credit, DeWayne could afford a mistake in the third moto and it happened as he stalled his engine in a corner. While it only took one stomp on the kickstarter and a fraction of a second to get the Honda going again, that was all Gary needed to grab the lead and remain in front to the finish. With the overall win going to DeWayne and Gary second, they took the top money in their class.

The Hondas they were riding are production bikes that they are compaining for Honda on different tracks to see how they will hold up under constant thrashing. If today's race was any indication, Honda has a winner on their hands. They also had their factory bikes with them so anyone could compare them and see that they weren't slipping in a ringer.

Despite the mud, the 125's were out in force with the ever-growing Expert class win going to Mark Tyler on a Penton. Other class winners were Amateur, Brad Lynch (Pen); Novice, Amos Deacon (Pen); Beginner, Carney Briggs (Ric) and Monte Crawford (Hus) in the First Day class. ("First day" on a 125 Husky?!...Ed.)

Dave Helleck (CZ) garnered the top money in the Open Expert. Dennis Clark (CZ) did it in the Open Amateur division. Top Novice was Steve Coronado (Suz) while Mark Johnson (Mai) led the Beginners and Bobbie Waite (Suz) did it in the First Day.

The remainder of the 250 classes went as follows: Amateur, Monte Mahan (AJS); Novice, Richard Sciuto (Yam); Beginners, Gregg Hogan (Bul) and Scott Hall (Yam) in the First Day class.

While it was quite a fight in the mund, the minis held in there altho the attrition rate was rather high. Holding out for the win was Kent Nicholls in the Expert class on a Honda. It seemed like it was a day for Honda mini's as Ron Utaski in the Novice and Joe Rivello in the Beginner were both on this model.

Ann Lowe was the only Powder Puffer to brave the elements and have a go at it in the mud. She was able to finish all three motos on her Yamaha and was awarded a first place trophy for the win as well as her guts and determination.

CMC Carlsbad

by John Bethea/Creative Images

CARLSBAD, CAL., Feb. 11, 1973 – Those who showed up today looking for a bright sunny day after watching the motocross the day before on ABC-TV's "Wide World of Sports" found out it does rain in Southern California...and when it rains it pours.

Actually, part of the day was quite pleasant until the skies opened and gave everyone except three or four Experts, all kinds of heck and waterproofing troubles.

Terry Clark (Hus) seemed the most adept as he completely dominated the 250 Experts. The no-contest affair also saw the emergence of Bill Grey (Mai) into the upper ranks. Bill also showed his prowess on the slippery turf as he bested CZ's Rick Ruckman.

Works Husky rider Mark Blackwell banged out a pair of wins to head the 500 Expert class, but the big news was Terry Trachy, who turned pro only a few months ago. Trachy came into today's meeting with a slim seven point lead in the CMC points standings, and left this afternoon in a rather dominating mood after taking fifth 500 Experts. Bruce Torbett (Hus) took second over last week's winner Tilson Shumate (Suz).

Ken Buirley (DKW), looked very consistent and it paid off as his pair of seconds was good for the overall 125 Expert win. Chris Grodzicki (Hus) won the first round but dropped to fifth in the other while Terry Clark (H-D) took an eighth before winning the second for third overall.

Little Guy Erickson, who stands about as high as his Maico, scored two seconds and the final round win to collect the top brass in the only 500 Jr. class. Most of the Juniors congregated in the 125s and 250s with five divisions.

Dennis Froehlich (Yam) swept Div. III while Robert Lunt and Drew Nelson took care of I and II respectively with three-two-one tabulation.

Monark's Vern Taniguchi topped Div. I of the 125s with a pair of firsts added to a third. Rich James (Pen) rolled to three wins to head Div. II's trophy list.

The 100 Jr. was a rather wild affair. Ron Mendoz clearly won it with a 2-1-1 but second and third each failed to score in the final moto. Cookie Moore (Yam) had a third and second which was enough for second OA; Alex Mazana's third and fourth on his Yamaha gave him third.

Greg Poole (Mai) pulled off the only Intermediate sweep as he bested Div. I of the 250s, over Terry Judd (Yam). All other Class winners won two of their three rounds. Mike Tague (CZ) aced Dave Eropkin (Bul) in the 125, Bill Conroy (Mai) held off Ron Bandy (CZ) for 250 II, and Wayne Kirschner (CZ) won after two fine goes against Barclay Miller (CZ) in the 500.

CMC nightime shows begin this Friday as Irwindale turns on the lights for the start of the 1973 season. Check Calendar for all the important details.

De Anza Cycle Park MX

by Keith Patten

ANZA, CAL., Feb. 3, 1973 – Lloyd Lawrence took the lead in the first moto of the mini-cycle class today and held it all day.

In the first moto of the 100 Beginner class, George Forte took the lead and held it all the way. The second moto found Tom Carranza leading until he had trouble with his bike and enabled Forte to take the lead and hold it to the end. Carranza managed to keep second. The third moto found Forte and Carranza rattling handlebars at the first corner but Forte managed to pull ahead and keep the lead for the rest of the race.

In the 125 Beginner class Brian Everington took first in all three motos.

Don Marino and MXer from Canada was down checking out the local tracks and got himself a first place trophy in the 125 Junior class. He was even giving the 250s a hard time.

Doug McGowen won the first moto in the 175 class after Steve Owensby had trouble with his bike. Doug's sister, Marilyn took second. The second moto found Owensby leading and this time he held it to the end with Doug taking second. Owensby took first again in the third moto and had just enough points to edge out Doug for the overall win.

Chuck Joslin won all three motos in the 250 Beginner class.

The Open Beginner class today found Fred La Ferney doing everything but riding upside down. Fred took three firsts for the overall win.

The same thing could be said for Jim Francis, who won all three motos for the overall win in the Open Junior class.

In the 250 Junior class, Cliff Falls finished the race with a first place trophy, in spite of the flat tire he fixed between motos.

SCENE world speedway

By Peter White

by Peter White

The British speedway team staged a fight-back against Australia in the sixth solo Test match in Brisbane (Queensland), but they still did not carry enough guns to hold the high flying Aussies.

Australia won the match 58-50 to take its lead in the seven match series to 5-1.

The British riders seemed to be more on the ball than the previous week and settled more readily on the Brisbane track. However, the local knowledge of the Australians told in the final reckoning. Again it was Captain John Boulger, who spearheaded the defense. Britain rode more as a team...but just failed to gain the necessary points to whip the Aussies. The Lions' performance after the debacle of a week before was at least encouraging.

Biggest dampener on the match was an injury to 21-year-old London whiz, Barry Thomas. Thomas crashed heavily early in the meeting and sustained a badly cut left knee which required 15 stitches. He was told not to race for at least a month but last reports were that he was returning to Sydney to recuperate before the seventh and final test at the Showground a fortnight hence.

During the fortnight, the rest of the team are faced with a hectic schedule, racing thousands of miles apart in the sweltering north of Australia at places like Townsville and Rockhampton. It is possible they may meet up with world class stars, Ole Olsen (Denmark) and current World Champion, Ivan Mauger (New Zealand), on their northern travels.

The Big Two of world speedway are presently engaged in a series of 'open' meetings around Australia and New Zealand where their superb styles have captured the imagination of some of the largest audiences seen in these parts for some years.

A Giant Step for the AMA

AMA MOVES TOWARD REPRESENTATIVE GOVERNMENT. ONE SMALL STEP FOR CLASS A MEMBERS, A GIANT STEP FOR THE AMA

WESTERVILLE, OHIO, Feb. 7, 1973 — Normally the annual AMA Class B members' meeting is over in forty five minutes; not so this year. The participation of each Class B member present was outstanding. The meeting took seven and a half hours, and for once the voting was on a person-to-person basis without regard to companies. Not once did you hear that we had to vote someone in or for something because it was what a company wanted.

The most significant change and one that will have genuine impact on the AMA is the proposed revision to the code of regulations that now provides two Class A members on the Executive Board. Class A (for those of you who have forgotten) are the majority of the members of the AMA, those who pay twelve dollars a year. The two Class A representatives will be elected by the members themselves with five suggested candidates nominated by the AMA staff and provisions for write-in votes. These ballots will be sent out via the AMA Newsletter on March first and votes will be counted after March 31st. The two with the highest votes will be the representatives for the year. After this initial year, ballots will be taken in January of each year so that the Class A reps will be at the annual meeting and will go into the Executive Board meeting at the start of each year. These representatives cannot be employed by or affiliated with a Class B member, which further removes industry control over the AMA. Great things can now begin to happen, especially if we begin to see campaigns for the Class A voting positions.

To end some of the problems on deciding National Championships, a standing committee of eight was formed to make decisions all year. The eight will be the Competition Congress chairman, three Executive Board members (Roxy Rockwood of Triumph, Robert Hansen of Kawasaki and Ivan Wager of "Cycle World"), three promoters (one from each area, voted from their own ranks), and one professional rider to be appointed by the Competition Congress yearly. The job of this committee will be to screen and select Nationals, establish purses, set dates, research race tracks, and meet when necessary. This committee is to make no rules or change the order of events at any race.

The Competition Congress has now been changed to be called the AMA Congress, and district sports committees will now be called district organizations.

The board of trustees elected to the Executive Board, J. R. Kelley, president, Robert Hansen, vice president, John Harley, treasurer, K. Luhmann, secretary, Pete Shick, assistant treasurer. The rest of the members of the board are: Paul Garnant, John Penton, Tom Sargent, Ivan Wager, R. Morrow and D. Burns.

After seven hours of discussions and voting the impact of the Class A decision was summed up by J. R. Kelley, president, "It is passed. Wow!".

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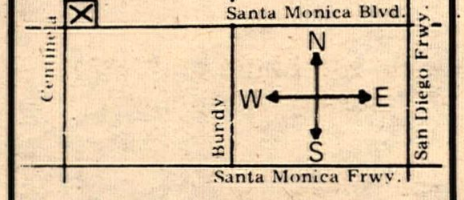

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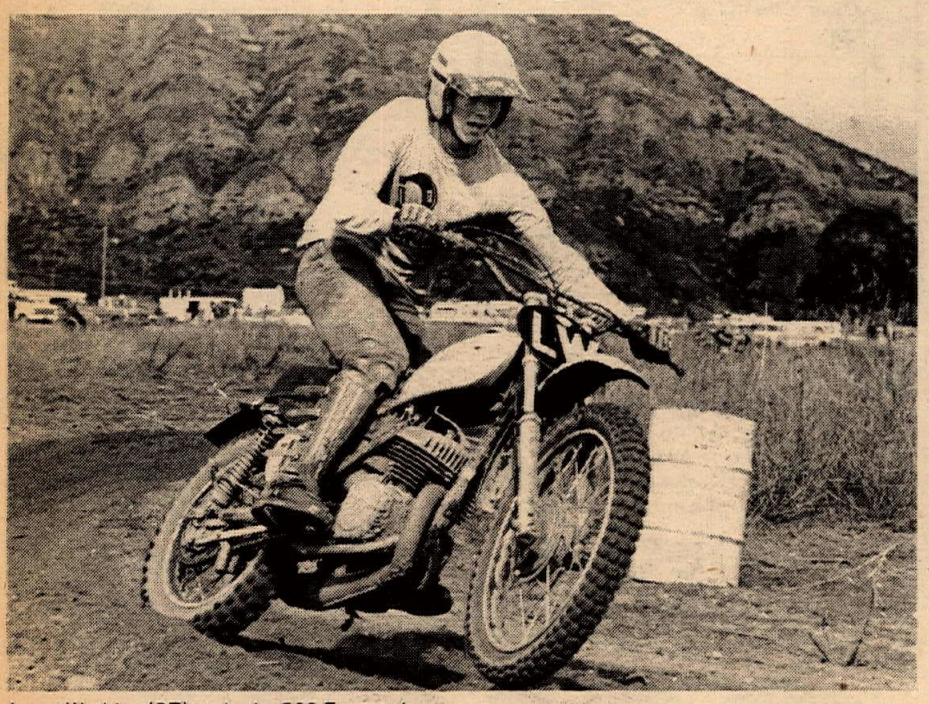


Larry Watkins (CZ) stole the 500 Expert show.

The skinny guy with the beard is not Ho Chi Minh. It seems that Incision Cycle, or some such place, won the top AME award for best Racing Team — 1972.

AME MX at Indian Dunes

by Tom Corley

VALENCIA, CAL., Feb. 10, 1973 — It started out just right during practice with the track setup perfectly but with each moto the track became more slick until, by the third moto, there were two to three foot mudholes just waiting for some racers to keel over during Saturday's AME Motocross on the Dunes' International track.

The rains kept coming without stopping. It made super fun to splash through the water if your bike didn't have plug problems or if you didn't keep falling at every corner with no way to get traction.

It was a different kind of race for everyone with some of the faster racers being held back because of the rain or when someone holding a good position would slide out and lose it. The racers who kept consistent would have a sure bet of making the top results.

Some of the biggest stars ever in AME showed up for this Mud-O-Cross marathon. In the 250 Senior, Peter Lamppu showed his continuing AME win streak over Gary Huber and Mid-Valley great, Greg Robertson.

Joining these three were a full pack of 125 Senior racers that were super fast all the way down the starting line with probably the most competitive racers in this class that anyone's ever seen on a Saturday.

Bob Messer, who won the big event, just nipped second and third place big guns Will Harper (DKW) and Gene Cannady who was a Penton racer, also. Other American Motocross Enterprises 125 Senior greats were Eddie Cole, Dave Miller (Suz) and Frank Rowe (Yam). All just missed the boat by a little yet in this race someone had to lose even if they were the guys that usually win and have the checks to prove it.

★★★★★

hassle around the International course as on Saturday.

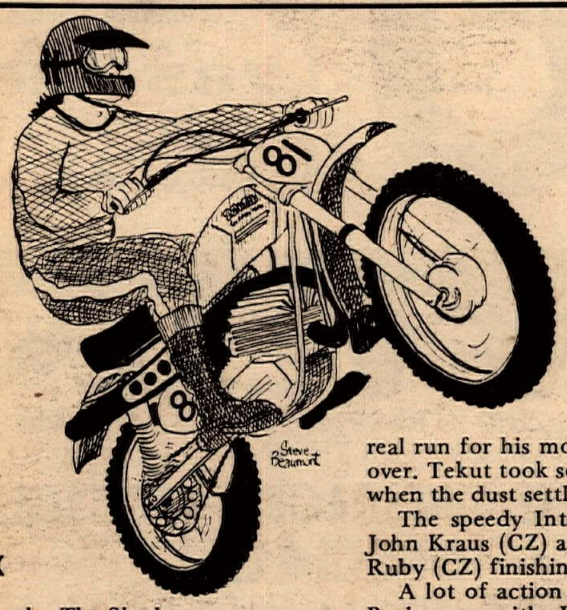
All of the racers were surprised and hopefully satisfied. Probably even more would have turned up if they would of known Appleby was going to design such a nifty fill-in track.

Larry Watkins, who wins everytime he enters the AME Saturday races, gained two more checks today by winning the 125, and the 500 Senior smoothly over Bob Callum (CZ). He came out on a white Richman 125 and terrorizing CZ and it looked like he was having fun passing up the Juniors, and other trailing nippers, as he lapped both fields. Racing on the track at the same time as Watkins were two fast 125 Intermediate racers, Robert Elliott took first place on a newly-bought Monark over Bob Harcouter on a Yamaha. At the same time, the 125 Junior was won by Mike Calabilibetts on another Monark, Dave Krikac (Bul) and Alan Khul on a Yamaha.

Don Bridges raced a red Penton 100 that motored around like a 125 machine and was the only 100 Intermediate contestant.

Two racers who have stuck with the AME and usually are the fastest competitors in the 100 Beginner classes on any Sunday, Gary Denton and Bill Harer, led their class today with Gary winning it overall as Bill took the third place spot behind John Mongillo.

AME should find the ground to be in better shape at Indian Dunes on the Shadow Glen track next Saturday and at Elsinore's fine Rawhide Park Motocross track next Sunday.



CRC MX

by The Shadow

DEVORE, CAL., Feb. 3, 1973 — The best went with the last here today as the California Racing Club played host to its regular Saturday motocross race.

Action was plentiful to say the least, as the Novices and Intermediates were combined due to a light turnout. Despite the fact the two groups raced together, they were scored separately.

In the 125 Novice class, it was tight all the way between Dennis Rose (Car), and Mike Kooiman (Mon), with Rose finally coming out the victor by, get this, 25 points. Dennis grabbed first places in his first two motos, with Kooiman finishing second both times. However, in the final moto, Mike took the victory and Rose settled for third place. That's cutting it pretty fine, Dennis.

Another real struggle occurred in the 250 Open Novice, where Roy Holsheimer (CZ) turned first places in his first and final moto into a first place overall finish. However, Ken Tekut (Suz), and Bill West (Oss), gave Roy a real run for his money before it was all over. Tekut took second and West third, when the dust settled.

The speedy Intermediate race found John Kraus (CZ) a winner, with Michael Ruby (CZ) finishing second.

A lot of action in the 250 and Open Beginners, with Jack Myers (Yam) a winner in 250 Beginners, breaking a deadlock with David Kampling (Bul) in the final moto. Mark Lansford (Mai) grand slammed the field in the 250 Beginners, under 16 event, and James Bell (Hus) did likewise at Open Beginners.

The 100 Beginners, under 16, race was strictly a battle between Gary Scheidler (Yam) and Larry Wilkerson (Hod), with Scheidler taking the win and Wilkerson settling for second place.

A DNF for Terry Heald (Hon) made things easy for Kent Lothringer (Kaw), as the latter rolled to a first place finish in the 100 Beginners. Despite the DNF on his first moto, Heald came on strong to take second place overall.

Finally, Daniel Wade Jr. was reborn a winner Saturday, piloting his Yamaha to a grand slam victory at 125 Beginners, under 16. It was the finest job ever for the young rider who hails from Edwards Air Force Base. Pete Hall, incidentally, was a grand slam winner at 125 Beginners.

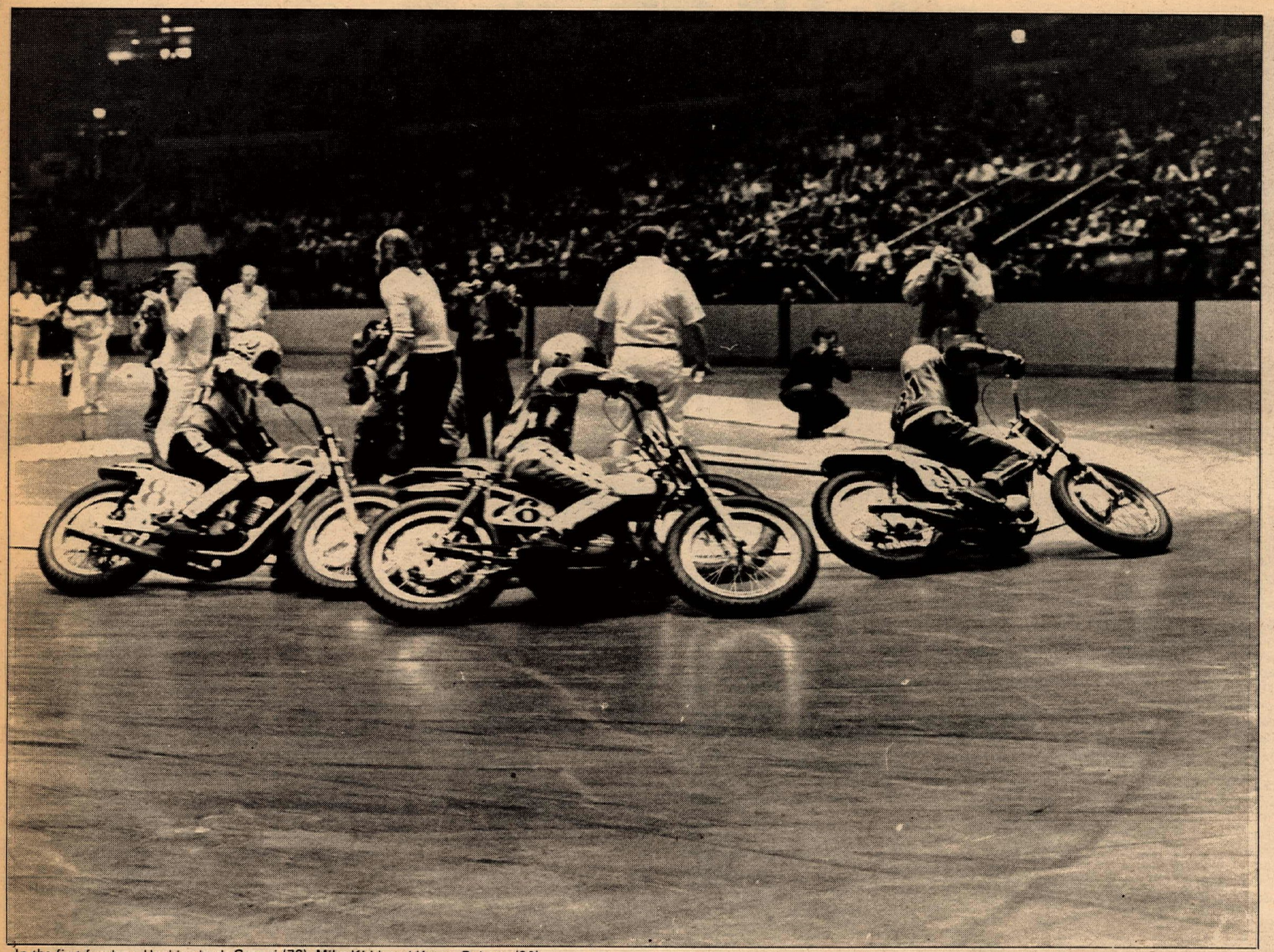
Mother never told me about this!

GUESS WHO WON AGAIN?

They held an AMA Indoor Short Track Championship event the other night at Madison Square Garden. It was the Third Annual Yamaha Silver Cup. The winner was riding a Yamaha MX360, which is sort of nice since he's a member of the Yamaha Racing Team. The same man and the same machine also won the Yamaha Gold Cup at the Houston Astrodome ten days earlier. Of course he won that event the year before. Not to mention his recent 1972 Golden State Championship win. So, Kenny Roberts wins again and again and again.

YAMAHA Someday you'll own one.

THE BEST SHORT TRACK RACING



In the first few laps, Hocking leads Gennai (76), Mike Kidd, and Kenny Roberts (80).

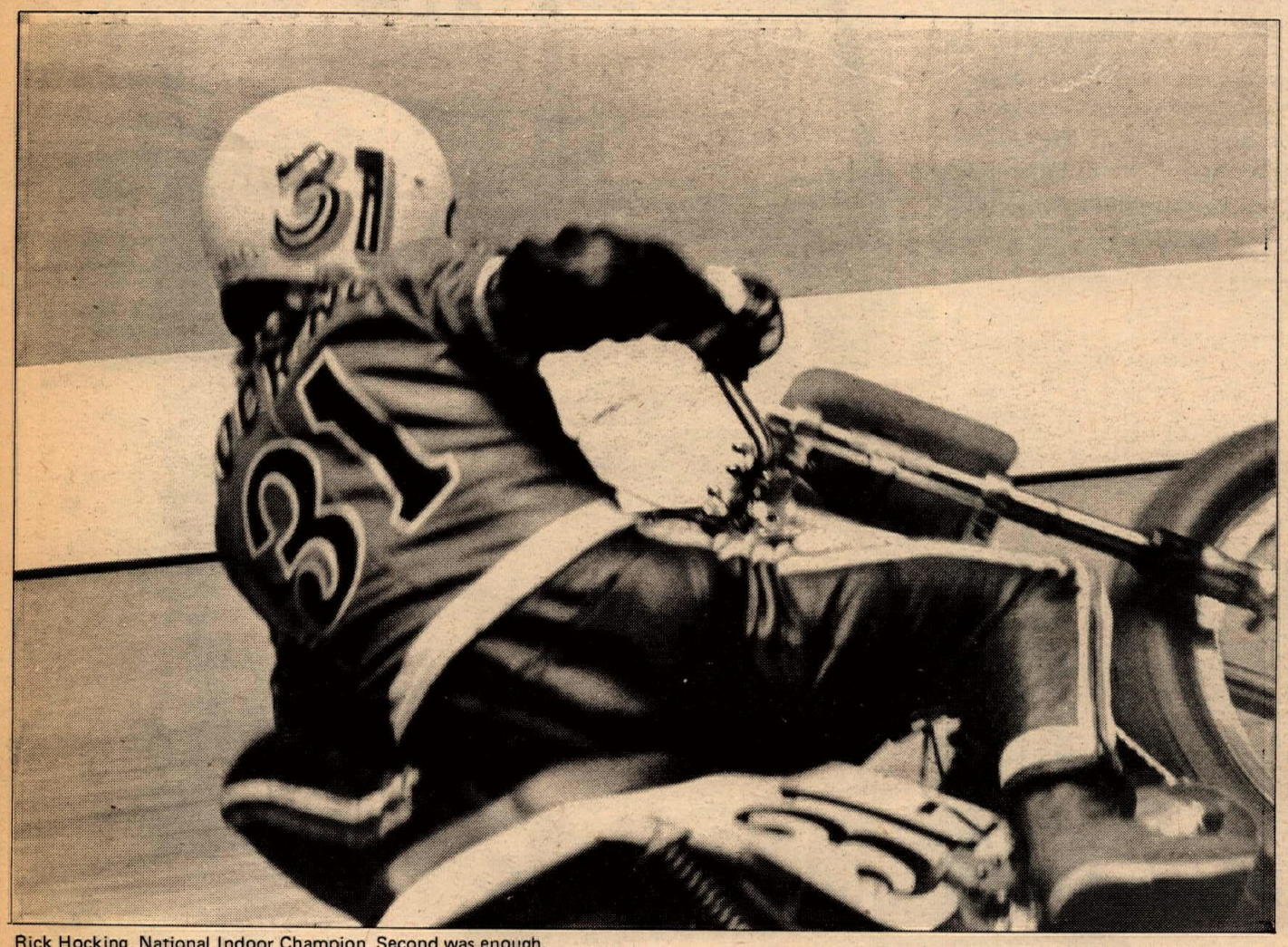
separated the top five.

The evening was shaping up as one helluva battle as the heats started. Hocking powered to a convincing win in heat one over Steve Dalgarno (Bul) and Ken Roberts, but in retrospect it would seem that Roberts was just checking to see how fast Hocking really was.

One small wrinkle was introduced to insure that the riders who like to jump the start would be adequately punished: the penalty line was far enough back that very few riders could recover from the disadvantage. It didn't deter many. Most of the crowd favorites breezed through the heats with Gary Nixon, John Gennai, Al Kenyon, Mike Kidd, and Pat McCaul winning theirs. Bart Markel, Tom Rockwood and Terry Dorsch, among many others, called it a night.

The money began in the Semis and so did the anticipation: slipping the clutch a little early, trying to read the starter's moves, any trick that would give the rider an edge to be off the line first and into the turn.

In the first Semi Keith Mashburn paid for his indiscretion and wound up seventh for his troubles while Team Bultaco rider Mike Kidd led John Gennai and Steve Dalgarno to the flag in a twelve lap romp.



Rick Hocking, National Indoor Champion. Second was enough.

Semi two caused problems for everyone. Rick Hocking won after a maze of starts, crashes, fouls, restarts and general confusion. John Gennai picked up second with Pat McCaul taking third after starting from the penalty line. The scoring difficulties here surfaced later in the Final.

Dave Hansen, Mike O'Brien, Greg Hodges and Steve Hernandez played creep and double-creep after being banished to the penalty line with Hernandez incurring the wrath of Regional Referee Charlie Watson to such a degree that he was almost disqualified. A first lap crash between Ken Roberts and Brian LaPlante created a restart that ended in a close race between Roberts, Bill Schaeffer, and Mike Johnson.

Rick Hocking gathered in all the money for the Trophy Dash by leading the first lap ($100) and hanging on to the checkers ahead of Gary Nixon, Mike Johnson, and John Gennai.

THE FINAL

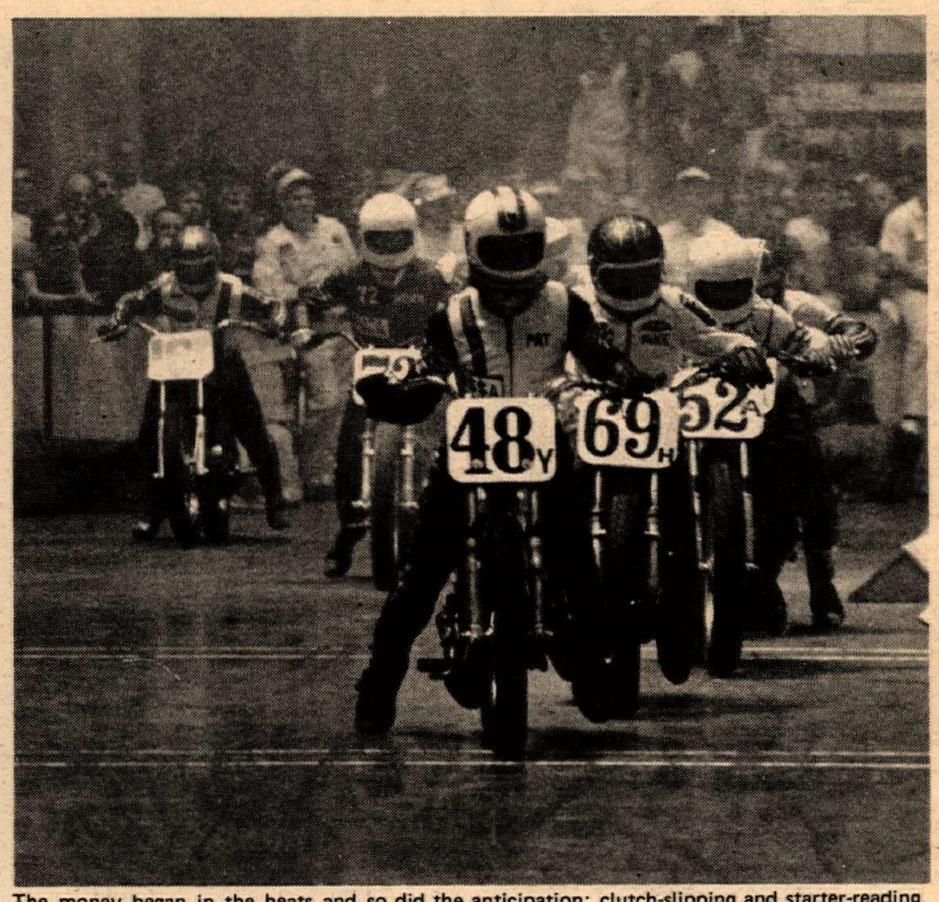
The Final put the entire evening together; the run for the money; the Yamaha Silver Cup; and, for Rick Hocking and John Gennai, a showdown that would decide whether an Indoor Series champ would be crowned here or in the 'Frisco Cow Palace.

Here the show got sticky, and, by the time the mess was straightened out there were twelve riders lined up for the Final. The additions were due to "an error in scoring". A logical explanation; however, the two extra riders, Don Castro and Darryl Hurst, were from the second heat which transferred a total of six riders. Meanwhile Gary Nixon, the alternate, was being pushed back and forth trying to get a piece of the action.

John Gennai took advantage of his outside pole position to pull a tremendous hole shot on the entire field, but it was nullified by a red flag after Don Castro and Pat McCaul went

THE EAST HAS EVER SEEN

Mike Kidd came home third on a 250 Bultaco.



The money began in the heats and so did the anticipation: clutch-slipping and starter-reading, trying to be away first. Pat McCaul (48y) gets ready.

down. On the restart Gennai pulled another cannon-shot start, but what appeared to be braking problems in the corners put Hocking into the lead on lap one followed tire-to-tire by Ken Roberts (Yam), Mike Kidd (Bul), Pat McCaul (Oss) and Gennai. Hocking continued to lead through the midway point of the twenty lap event, but was feeling the presure of Roberts who stayed glued to his tail.

The Hocking-Roberts duel was a study in contrasts. Rick Hocking: young, very quick, knowing the pressure was on more than ever before, riding with an immense concentration, and never deviating from his tight line. Kenny Roberts: second year Expert and a little wiser in the savvy of racing, eager to put himself into the winner's circle but wise enough to wait for his opponent to make a mistake. Roberts squared the corners, exploding out a little raggedly, while Hocking methodically stayed glued to the inside line.

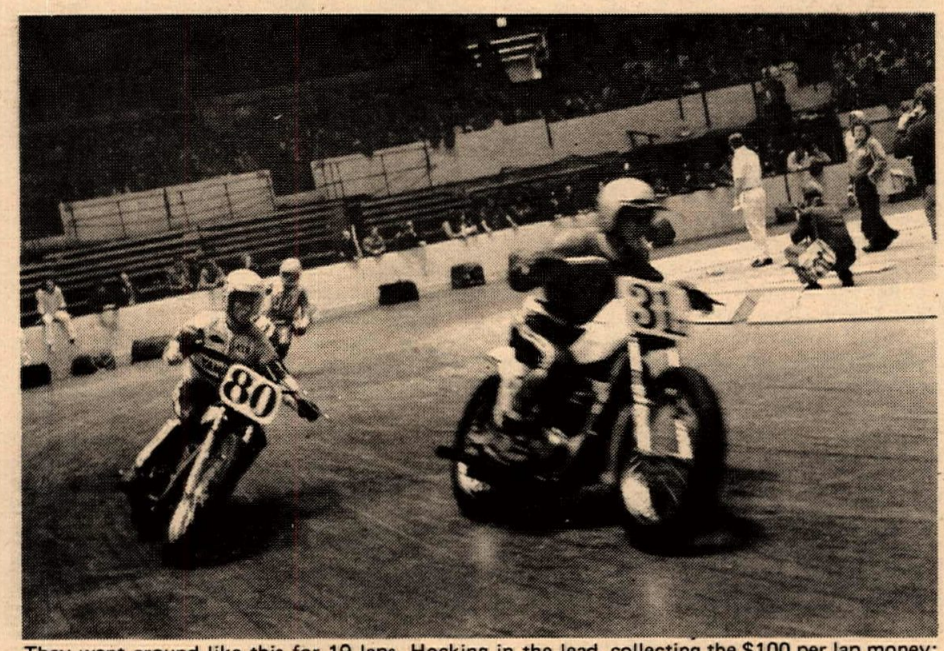
Steve Dalgarno was steadily working his way up in the pack, taking advantage of others' mistakes. Dalgarno, trailed by Bill Schaeffer, swooped by Gennai on lap eight, taking advantage of Gennai's ill-handling ride and a crash by McCaul to take over fourth.

The Hocking-Roberts duel continued, and it seemed that Hocking would keep the MSG record of virtual unknowns (on the East Coast) stealing the show. Roberts seemed to sense that Hocking wasn't about to make a mistake, so he moved closer on lap nineteen then stuffed his wheel inside in turns one-two causing Hocking to break concentration for a second. It was side-by-side down the back straight, but the advantage had transferred to Roberts by virtue of the inside line which he held while Hocking tried a last charge that left him less than a bike length short.

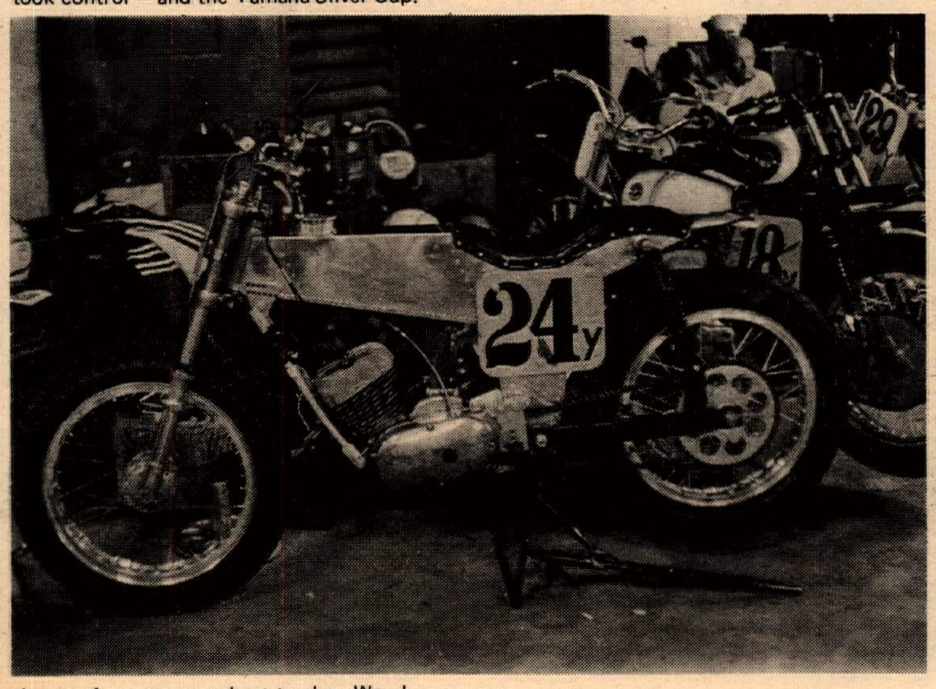
Roberts was cool in the victory circle, almost quiet. The drama of twenty laps of total concentration had drained him. Two Yamaha Cups in two weeks – not a bad way to start a season.

Rick Hocking lost but even in doing so he won. The second place by Rick coupled with the sixth place of rival John Gennai assured Hocking of the number one spot for the American Indoor Championship Series and to sweeten his night there was the $1,900 in lap money from the Final.

Even Yamaha won since the two previous winners were on Bultaco and Ossa respectively. But the biggest winners were the fans that turned out for the best Short Track racing the East has ever seen.



They went around like this for 19 laps. Hocking in the lead, collecting the $100 per lap money; Roberts squaring the corners, looking for a mistake. On the last lap Roberts went underneath and took control – and the Yamaha Silver Cup.



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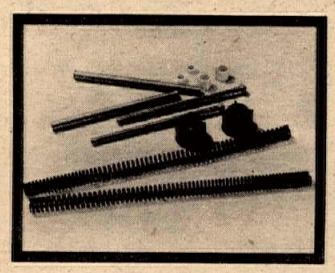

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Spinning Round Porterville

Porterville Spinners Scrambles

by John Crawford/Sportphoto

PORTERVILLE, CAL., Jan. 28, 1973 – Little Derek Land made a most impressive debut in the 50 Novice class, with a wire-to-wire victory in his first effort at scrambles racing. Johnnie McAlester and Danny King were battling it out just like the big guys in the 70 Novice, swapping positions several times each lap. At the checkered, King picked up the win. The 70 Junior/Expert was all Jim McIntyre.

Steve Boswell charged right into the lead of the 100 Novice and for over three laps seemed to have everything going his way, only to miss a shift exiting turn three of the last lap to allow Mark Powers to slip through for the win. Mike Woods took immediate command of the 100 Junior. Jack Jones did his usual number in the 100 Expert, appearing to be almost unbeatable on the little bike.

Wes Polhamus jumped into the lead of the 125 Novice, ahead of Danny Johnson and George Thornburg. Wes' lead was very short-lived though, as in turn three of lap one he made a slight miscue and Johnson was right there to take advantage and grab the lead for the duration. Frank Adamo, in his first Junior ride, charged right to the front of the 125's Junior, only to slip high in the first turn. This allowed both Phillip Mascorro and Jim Conway through and that was the way the order remained to the finish. Kirby Shropshire leaped into the lead of the 125 Expert, with Mike Keith, Richard Fritz and Don Andreatta all bunched up right behind. Fritz grabbed the lead going into the first turn of lap two with a beautiful move between Shropshire and Keith, but then tangled with Shropshire in the third turn, with both going to earth. Andreatta took advantage of the confusion to drive into the win.

Danny Malone and Bob McDaniel fought tooth and nail in the 200 Novice for the full four laps, with Malone getting the nod at the checker. Gino Galli moved up from a 100cc machine to a 200 and was never headed in the 200 Junior. Doug Garrison has become very nearly unbeatable in the 200 Expert and today was no exception as no one came even close.

Randy Smith left no doubts as to his intentions in the 250 Novice as he took command immediately and never looked back. Although the first position was never in doubt, the rest of the field fought right til' the last, as the remainder of the pack looked like a destruction derby. There were people and motorcycles all over the place, fortunately with no injured badly. When the dust finally settled, Rocky Morales was second and Brad Baker was third.

Don Brown (97D), Danny Johnson (97A) and Jeff Smith get together in the 125 Novice class. Johnson was the eventual winner.

The 250 Junior event could have ended in the first turn for all practical purposes, as the order there was the same at the checkered; Mark Ives, Allen Richards and Mark Tracy. Ron Tobey charged right into the lead of the 250 Expert, his lead was very short-lived, however, as he got very high in the right-hander and both Rick Reed and Bruce Baesemann slipped underneath to establish the order for the race.

Harvey Saxby needed two laps to find the way into the lead of the 500 Novice and once there was not to be headed. Harvey is for sure headed for a new set of black number plates next week. Mark Tracy seemed to have everything going his way in the 500 Junior, as he took charge right off the line and looked to be in control for the duration. However, entering the first turn of the last lap he made a close inspection of the track surface which gave it to Jim King. The 500 Expert was a parade from start to finish, as Art Carter jumped right into the lead followed by Bill Johnson and Steve Gray.

Dennis Moore was not to be denied in the Open Novice/Junior, taking the lead in the first turn, chased by fellow Junior James Reed. First Novice looked to be all Mike Ellis until the last lap, when his Triumph tied up in a big way, putting Jack Roberts into the winning position. Lyle Moore has become nearly unbeatable on a Triumph in the Open Expert class, which clearly justifies his new, blue, number one plates. Moore picked up the win, ahead of Sparky Edmonston and McCaulley who had slipped by Bachant over the jump on the last lap when Earl couldn't find a gear.

Corona Short Track and Half-Mile

by Elaine Jones
Photos by Dennis Voll

CORONA, CAL., Jan. 31, 1973 – Brian Garcia, Trojan's "Super Mex", came, saw and conquered Corona's oval courses Wednesday night with controlled riding. The fifteen year old Novice had problems in recent weeks but Brian was the only double winner tonight.

Win number one came in the talent-laden 250 Novice Short Track, Division I. A real duel was shaping up between Brian and Bob Byars with each having a first and second going into the final moto. The gods conspired against Bob as he DNF'd which cost him number one spot and dropped him to third. Mike Larkey ended up second in the final go which gave him a scant 50 points over Bob.

Brian came back in the 250 Novice Half-mile with a whole different cast of characters and this time he had a grand slam victory over Steve Borden and Bill Barning.

Bob Byars had his problems settled by the time the 250 Novice Half-mile, Division II came around and like Brian, won all three motos. Mike Larkey collected another, second place finish and Clyde Dennen was third.

Brad Holt had to be exhausted after riding four events and placing in the top three in all of them. His win came in the 250 Expert Short Track. Although he had two firsts going for him, they were hard fought with Gary Davis on his rear wheel.

In the final moto, it was Gary out on top and home first. Gary's one week away from Corona left its mark as he had trouble finding his line again. Jeff Sexton on his 175 Puch was in for third.

In the 250 Expert Half-mile, Nick Voze came from fifth in the first heat to two first places for the win. Brad Hold had a rocky go but nevertheless, edged out Allen Watson for the second.

The Novice, Amateur, Expert combined Half-mile had a very, very close battle for the top three spots with Amateur Mark Revels grabbing it off. Mark used to be quite a regular at Perris and has since been doing well road racing. Gary Davis got the second spot due to a low finish in the final go. Brad Holt was in for third.

Scott Erickson, BSA-mounted, came up with three for three to win the Novice, Amateur, Expert Half-mile and let Brad Holt and Bobby Butt do the fighting. It was Brad again who got lucky leaving Bobby the third. Novice Wayne Goodwin has really been getting an education having to ride with the big boys. His wife use to sit in their pick-up on turn two but the way he kisses the wall must have been too much for her.

Randy Bailey had another challanger in the Open Expert Half-mile in the person of Walt Foster. The outcome of this duel ended in a DNF for Walt and a second overall. Mark Revels was home third.

Gary Davis, in strong contention for third, was center-punched by a rider who was not supposed to be in the class. Although the race was restarted it didn't help Gary's hand which was cut up.

Richard Boone is still at his winning ways in the 125 Novice-Amateur Short Track. Amateur Mitch Wissner was second.

In the 125 Novice-Amateur-Expert Half-mile, Rich did the Novice ranks proud as he placed second to Amateur Steve Okuda who has pretty much dominated this class.

Eleven year-old Steve Sisco walked away with the 100 Novice Half-mile with ten year old Pat Richmond second. John Matherson, an old man at eighteen, was third. The kids are getting better, faster and younger every year and all it does is make you feel old.

Here's hoping that this finds Larry Bird at home and well on the way to recovery. I know all the riders at Corona feel the same way. Next time you want to get in Cycle News, do it in the results column please.

He Came, Saw, and Trophied

Vince Mead (15) shows the style that keeps him on top of the 100 Expert class. Brent Krause tries to stay close enough to learn something.

To the Land of Cotas and Sherpas

Seven Bog Wheelers to Spain

by Chris Ostlind

On February 27th seven English Trials riders from the Southern California area will fly to Barcelona, Spain where they will take part in the Spanish Round of the European Championship.

The riders and their respective marques are as follows: Mark Eggar, Ossa; KevinWalker, Ossa; Marland Whaley, Montesa; Richard Delaney, Montesa; Martin Belair, Montesa; Jeff Koskie, Bultaco and Vic Conaway, Montesa.

In addition to these So. Cal. riders, who earned the trip by finishing the 1972 season high up on the SCTA final standings, will be two outstanding competitiors from the Pacific Northwest Trials Association, Joe Guglielmelli and Nick Oliver.

Mr. Fred Belair, who has promoted the El Trial de Espana for the past three years, announced that there is $3300 in usable funds availabe for the trip. This money was gained this year as it has for the last three years by the El Trial de Espana with the express purpose of sending top ranking So. Cal. trials riders to Spain. There they will compete and learn from the Europeans so that they can return and pass this experience on to the rest of the riders in the US.

This year, as in past years, Fred Belair managed to get contributions to the Trials Team in form of caps and jackets from Bell Toptex Inc., utility bags courtesy of Webco and $150 cash from Joe Parkhurst and "Cycle World" magazine.

The sending of seven riders from the U.S. to Spain to compete in an International Trials is unprecendented and it is hoped that the experience that these riders can gain will be irreplacable during the normal course of a riding year here in the States. Keep these guys in mind the next time you thank about our riders over in Europe trying to make up ground on the established European competitors. The trials riders of this country are also trying to reach parity with the Europeans and this year, the effort is a strong one.

GROW

More And More All The Time

WASHINGTON, D.C. Feb. 5, 1973 – The motorcycle industry continued its remarkable growth trend in 1972 by topping the previous year's record figures for imported machines, according to James B. Potter, Jr., Executive Director of the Motorcycle Industry Council, Inc. MIC is the national trade association that speaks for the entire motorcycle industry, including manufacturers and distributors of machines and accessories as well as allied trades and retail dealers.

Potter noted that although an expected overall slackening of demand occurred last year, nevertheless the United States still imported 8.4 percent more motorcycles than in 1971 to set a new high of 1,689,811 units with a dutiable value of $697,073,00. This value increased some 40.8 percent over 1971, the growth being proportionately larger than for the number of units because of increased demand for larger, more expensive machines.

Uncle Sam was a big winner in the bike boom of 1972 with calculated duty on imported motorcycles going up nearly 18 percent over 1971 to a total of $35,049,000.

Imports of smaller motorcycles continued to decline, with roughly a one-third drop in the number of machines under 90cc engine displacement coming into the country.

The largest class increase was for motorcycles with engine displacement between 190cc and 290cc which showed a climb of 64 percent in number and 93 percent in value.

Potter said that the industry was looking forward to continued growth in 1973, but that future increases would be on a more modest scale than what has been experienced in the past few years.

Papers

(Continued from page 13)

PRACTICE

Did you know that Yvon DuHamel at one time was a garbage collector in Canada before he became a cycle racer? His big moment came when he was promoted from barrel man to driver of the truck! Trash truck drivers are noted for their corner ability and getting the job done in a hurry so they can go home. Does that tell you something?

Western Regional referee, Chub Kellam, was involved in a traffic accident in late January. Got hit on the freeway in the front and the rear by the same woman driver. The cause of the accident? A motorcycle rider who ran out of gas and didn't know he had a "Reserve" system on his machine!

1973 Inter-AMA Schedule Set

WESTERVILLE, OHIO – The American Motorcycle Association today announced the dates for the 1973 INTER-AMA International Cup Moto-Cross Championship. The FIM sanctioned series for 250cc machines will run for five consecutive weekends during July, and will cover the nation from New York to California.

The $52,000 INTER-AMA '73 will again feature the awarding of the prestigious Manufacturer's Cup to the top works team. Last year Gary Jones won the cup for Yamaha as he upset the cream of the European crop in the summer series.

The Los Angeles Coliseum will be a major addition to the 1973 INTER-AMA schedule. After hosting a very successful motocross event during the '72 season, the Coliseum has been awarded the July 6 INTER-AMA date.

Again during 1973, each INTER-AMA will feature the battle for international supremacy in the 250cc class, and also an AMA national championship event in the 500cc support class. Only the top American riders will qualify to compete in the INTER-AMA series through the 34 qualifying events already underway around the country.

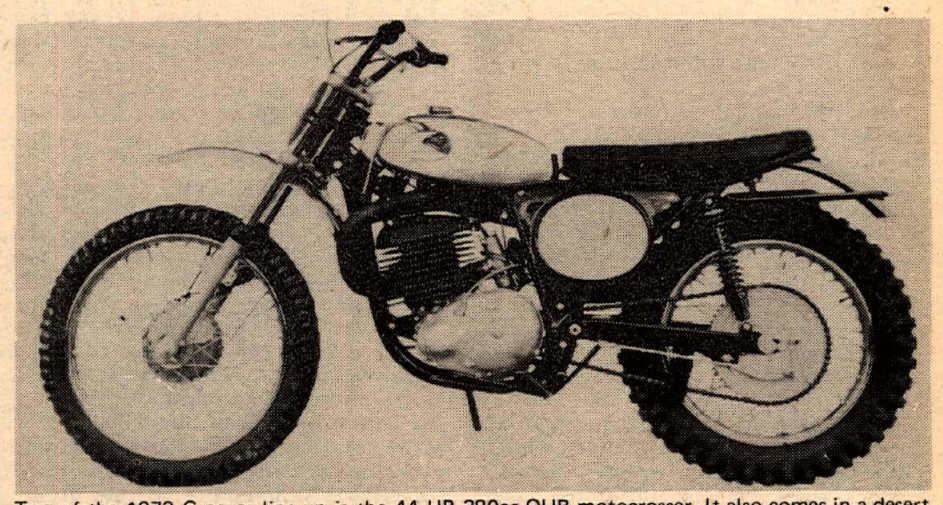
The 1973 INTER-AMA Schedule

July 1, 1973 Salt Lake City, Utah .. $10,000
July 6, 1973, Los Angeles, Calif. 12.000
July 15, 1973, Lawrence, Kansas 10,000
July 22, 1973, Toledo, Ohio 10,000
July 29, 1973, Unadilla, New York .. 10,000

Evel Didn't Make It

LOS ANGELES, CAL., Feb. 11, 1973 – Evel Knievel didn't make his jump today. It, like most other events in the area, was cancelled because of rain. Although the event was to be held indoors, the promoters felt that the heavy rains would keep spectators away and so called off the event.

Weather permitting Knievel will attempt the "world's longest jump" on February 18, 1973, at the Los Angeles Memorial Coliseum. The stage is set, but the California sunshine doesn't seem to be too cooperative lately. If by chance the sun fails next Sunday then Monday the 19th is going to be reserved for this extravaganza. Not only will Evel be there but some of auto racing's top drivers will be on hand to demolish 50 cars of the 70's. All tickets purchased for the 11th, will be honored with many good seats still available.



Top of the 1973 Greeves line-up is the 44 HP 380cc QUB motocrosser. It also comes in a desert version with the same engine.

Nicholson Takes Over All USA

As of January 1, 1973, Nick Nicholson Motors, Inc. will distribute Greeves throughout the entire U.S.A. A recent large order of 175cc, 250cc and 380cc models will soon start to arrive in the U.S.

Nicholson was the first Greeves Distributor in the U.S., starting with Greeves in 1958. Nick Nicholson started racing in 1946 and selling two stroke machines as far back as 1954, always raicng what he sold to promote his bikes. He has sold two stroke machines longer than any other company in the U.S. His knowledge of racing has inspired the Greeves Factory to incorporate the Motoplat ignition as well as the all metal clutch and the new longer, lower Griffon frame which the new models have for 1973.

The new line of Greeves will have a 175cc Enduro which uses the Puch six speed engine. The model weighs 190 lbs.

The 250cc MX and 250cc Desert models will have the new longer, lower frame, weighing out at 216 lbs. They will have Motoplat ignition and all metal clutch.

To fill out the line will be the 380cc 44 ph MX and Desert models weighing 227 lbs.

For information and Dealer franchises, write Nick Nicholson Motors, Inc., 11573 Vanowen Street, North Hollywood, California 91605, or call (213) 764-8674 or (213) 877-7366.

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gambit

by Ron Schneiders

On Thursday, February first, AMA District 37 held its monthly meeting, the meeting in which the member clubs were to decide whether or not they wished to continue the District's association with the AMA. It had promised to be quite an interesting evening and it was.

The AMA was there to present "their side of the story" and to answer questions. Representing the AMA were Russ March, Gene Wirwahn, Mike Hinshaw, and an insurance company liaison man. The last time the AMA had visited District 37 in an official capacity, they made a pretty poor showing. Mike Vancil and several other AMA officials came to the annual sanction meeting and announced that they were going to take over the meeting. Surprisingly, they succeeded. They then discussed with their stunned audience such cogent items as road rallies, field meets, treasure hunts, Easter egg scrambles and other such trivia.

To make matters worse, they were dressed in AMA attention-getting uniform of bright red sports jackets, blue pants, striped shirt and, (Perhaps this was only my imagination) a white carnation in their lapels. They looked like the advance publicity team for Shakey's Pizza Parlors.

Somebody turned the AMA onto psychology. "You gotta understand these guys, you know? You gotta relate!" So the AMA "related". Gone were the red jackets this time and the jaunty, jazzy, super-hype approach. Instead, the four representatives of the AMA appeared at this meeting in the toggery of the tout, dull plaid, mis-matched checks and ill-fitting suits more suited to a "B" movie producer's conception of a bookie than anything else I can think of. They shuffled across to their places like distrusting cons selected for a line-up.

Russ March did most of the talking through the evening and his speech was wondrous to behold. Now be it noted that Russ March is a capable executive who could probably address the Congress of the United States with dignity and aplomb, were he given perhaps ten minutes to prepare his speech.

On this occasion however, his talk was laced with petty profanities, innumerable grammatical *faux pas* and many soul-searching "O my God's". His performance really merited some kind of award and I was pleased, therefore, when the person sitting next to me commented that Gene Wirwahn really should have been the AMA's chief executive because Marsh was "such a clod." Actually, though, they missed their best bet. They could have been really patronizing if they had only thought to bring along a couple of six-packs of Coors and guzzled noisily through the meeting.

In spite of his trouble though, Russ March did manage to answer many of the questions put to him in what I felt was a reasonable fashion. He did avoid or side-step a few of the questions (including one that I asked) but most were answered fairly well.

One interesting fact that was brought out was that, during the past two years, for every $14 that the AMA has collected in dues from California, $19 has been paid out in insurance benefits. I could be wrong, but I tend to believe this figure. I know personally of quite a few people who have collected and I myself have collected enough to pay my membership dues for as long as I'm likely to feel like riding. (I broke a collarbone in an Oregon event.) If this is a true figure, we in California are now considerably ahead of the game. In fact, if they don't pay out anything in benefits at all for a while, it's going to take them more than two years just to get even here in California.

During the past two years, every bureaucratic organization under the sun has attempted to exercise control over us and, generally, to charge us a fee for the privilege. The BLM, the Forest Service, the DOT, the Department of Parks and Recreation, The Department of Motor Vehicles, the State government, the county governments and the city governments have all taken a swipe at us.

Most of them have, somehow or other, managed to collect some money from us and none of them (with the sole exception of the Forest Service) have done one single thing for us. We have passively accepted each bit of harassment, and each new fee. Nobody is even bothering to ask any more if we're going to get anything for our money; we just pay.

Now along comes the AMA and its insurance company, an organization that has given us something. It was, I am sure, quite accidental and I am sure that they have every intention of getting it back. But the fact remains that they gave us something: $5 for every AMA member in California, net profit to us. So who do we really want to get? Why the AMA of course! Hell, they did us some good. We can't let them get away with that!

Frankly, I don't understand it. We'll each pay $75 in land fees and green sticky fees for which we'll get absolutely nothing. But $3.50 for insurance really burns us. Why? Even if you personally don't need it, isn't there a member of your club who does, or maybe several members who do? Are we as a group so selfish that we can't stand the thought of paying $3.50 a year so that some members of our group can have some help when they need it? I just really don't understand it.

There's something else I don't understand. Probably 60% of the riders that I know don't want the insurance. Most of them are only mildly against it, feeling that we don't need it so why should we buy it? But they realize that it's only $3 or so a year, so it isn't all that important no matter which way it goes.

But not John Townsend. John has taken the AMA's insurance on as some sort of a holy war. In the last two District meetings he's bullied, shouted, insulted people and in general made himself rather obnoxious. Voice cracking with emotion, he stands in the back of the room and shouts, "We don't want it! Can't you understand that? We don't want it!" He says "we" but he isn't speaking for me or for a good many other people that I know. Yet he sounds as if he thinks he has a mandate to lead the people of District 37 out of the AMA. Seems like an awful lot of conviction, emotion and rhetoric over a relatively unimportant matter.

So I ask myself, if Moses wants to lead us out of the AMA does he have some promised land in mind? These prophets usually do. If we fall in behind him and slay all the dragons, we'll probably find ourselves following John into a land flowing with milk and honey, or maybe beer and Bardahl. California Motorcycle Country! Kind of has a ring to it...

Suspicious though I am of John Townsend's crusade, I have to admit that he has some reason for being upset. At the last meeting of the District, we voted to table the motion regarding, essentially, our continued participation in the AMA. It was to be automatically brought from the table at this meeting and we were to have instructions from our clubs as to how to vote. Townsend and his group wanted a vote on the matter while the AMA was there.

It became evident very quickly that Jack Hurley, who had the chair, was not going to permit the question to come to a vote if at all possible. He argued from the chair, misquoted the rules and allowed flagrant violations of the rules when the person was on his side and in general did not behave like an impartial chairman. One of the most interesting techniques he employed was to allow discussion onthe motion to bring the motion off the table, a clear violation of P. 35, Art. 6 of Robert's rules.

Had this been successful, the body would have spent the rest of the evening deciding whether they would talk about the actual question!

When we actually got to the point of

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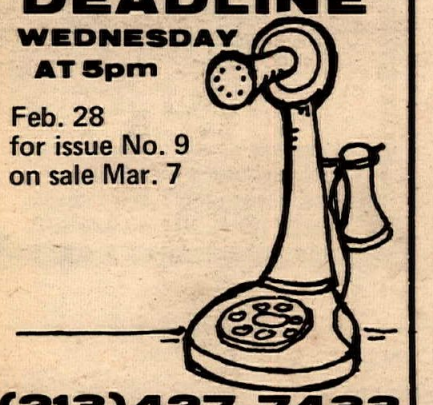
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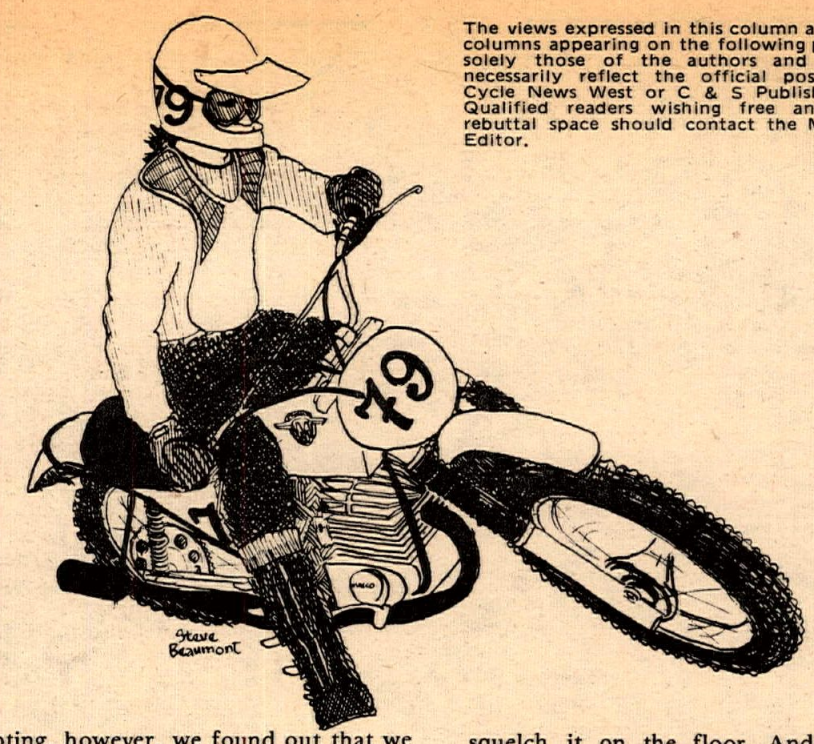

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voting, however, we found out that we had been participating in a not-very-funny charade. First of all, we were not actually voting on whether to take an action but only whether we would request that the Board of Directors consider the question! The clubs' representatives voted and, according to Hurley, defeated the motion by one vote. But each of the members of the Board of Directors was also allowed to vote. There are about 22 of them, more than enough to swing a close question. They voted unanimously to defeat the motion. Even if the motion passed, however, what would have been its fate at the next Board of Directors Meeting?

It was quite clear that there was no way in which the clubs were going to separate from the AMA. If the AMA didn't talk them out of doing anything, then Jack Hurley as chairman was prepared to do everything short of physical violence to prevent the question from coming to a vote.

If it did come to a vote, the Board of Directors representing the same voting power as 11 clubs, could probably squelch it on the floor. And if this didn't happen, the Board of Directors in private meeting could simply veto the measure. So we spent two very long evenings talking about something that we could not have done if 100 percent of our members had been behind it. The game was fixed.

At the present time, there is no democracy in District 37. The body can discuss anything it desires, but all decisions and especially all important decisions, are made by the Board of Directors and the competition committee. This might not be so bad if the Board of Directors were representative of the District, but it is not. Quite a number of those on the Board haven't ridden a bike in years and there is one who has never ridden a bike. Some are quite out of touch with today's problems. They have, in essence, retired.

It is high time that some changes were made, before we have a question of real importance that we can't act upon. Either that or just let the Board make all the decisions and let us quit wasting our time on Thursday evenings.

★ ★ ★

Here's Dirt. . .
IN YOUR EAR

by Alice Rhea

After all the whoopdela over the AMA with everybody being so upset over the insurance, lack of response, etc., ad nauseum, the District meeting was somewhat anticlimactic.

All the AMA 'shoes were there; Gene Wirwahn, Virgil Craycraft and himself; Russ March. They just sorta sat there and talked and then everybody asked what questions they had and nobody was really satisfied with the answers they got, but they decided not to do anything about it. I guess everybody got the feeling that at least the AMA knew we existed.

On the motion to stop demanding to see AMA cards before a race, the floor was split almost exactly down the middle with "against" being about two votes over "for." Then they polled the Board of Directors and they went with the AMA 100%. Seems that in such a controversial matter at least one of them would have voted against the rest, but no sir, they presented a solid front.

I was really expecting some fireworks and lots of yelling and flailing of arms but we mostly just got tired.

One dude really had his stuff together. Sorry I didn't catch his name, but he was from Lost Coyotes. He said we were spending $12 over here and $3 over there and giving the BLM another $1 over here and why didn't we just put all that money together and buy the desert!

* * * * *

SORRY

International Racing Radio Crew gets a double apology. First, at Vikings' race, I failed to mention that they were there. ('Course I don't always mention that Rescue 3 is at a race, either.) Anyway, I saw a strange banner over a control and assumed that it was some unknown, off-brand radio-control service. Turns out that it was an IRRC member flying the colors of SCAT. Hmmmm. The other time is when I did mention them only to have it come out International Radio Crew in the article. Sorry fellas. I know you break your necks to come lend a hand and I sure don't want you to think it isn't appreciated.

* * * * *

This isn't desert news, but it is off-road. You know the American trials riders are being sent to Europe for a week to represent us. It turns out that Richard Bledsloe will not be able to attend this year. That is sorta sad as Richard is Number One in trials. His ride goes to the next man down the list.

* * * * *

You just have to read the article about the pre-run of the Mini-Mint. I covered it and spent half of the race rolling on the ground in hysterics. Those kids are the neatest thing since instant coffee. If you are going to race the Mint, you might think about going over on Friday night and letting the kids race Saturday. The Southern Nevada Jackrabbits M.C. really has it all together and put on a run that the kids really enjoyed. They were very concerned for the safety of the riders, too, so don't worry about turning your youngster over to them. They will take good care of him.

* * * * *

One sad note from the pre-run. We saw a father really giving a little kid what-for for not doing better. Come on, he is just a little kid. He'll go faster when he feels safe and comfortable at higher speeds. Meanwhile, desert racing is supposed to be fun. Hey, Dad, if you are so smart why ain't you racing yourself?

* * * * *

Seems that March 4 falls on an open weekend and Bill Adams said the Chaparrals are having an Enduro that even a desert racer would like. It will be 30 miles east of 29 Palms and is all VIRGIN TERRITORY! Bill assures me that it is all good old open desert with no steep up- or downhills. Snivelers welcome. * * * *

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BLOOPER in the Poop'er

THE WINNAH!

Dear Papa Wealey,
The "Blooper" is the five pointed stars, after the first paragraph in both editions, are like this: * * * All the rest of the five pointed stars are like this: * * *

Sincerely yours,
Kathy Mohler

In trick journalistic lingo, the five-pointed stars are called asterisks but Kathy was the first sharp-eyed "Poop" fan to spot it...PW

HONORABLE MENTION

Hey Papa, 'bout those "Nasty Asties" in
How n o n e ? T h e m little
c o l u m n up top of the column
up-side-down, kinda on weird. All the rest of
are lookin' pointers the page (* * *)
five pointers different. "Bloop in the 20
the to be a little the differ me them
seem to guessed sending send cover.
If I've guer than instead to desert.
Poop", rather you used the Human!
stickies, would to be on Huma! Hullman
to the E.C.M.C. blemishes Bill Mallman D-37
some of those

P.S. (Poop Script) Is there any truth to
the rumor that four Billy Barkfeathercycles will
the one of with Sears supercycled"?
ride equipped Sears-Penton-improved ISDT?
equipped 6 speeds the "Penton 1973 Sears"
Sachs that the other three have
Further, riders Pete, Linc and Julie or was
Works riders hed by J.C. Penney, Linc
been approachy? the adventure where Pete, Linc
it J.R. Penney for the noted European motocrosser
Stay tuned bust a public...PW
and Julie in public
for drinking

Mr. Wealey
BSA frame poop is a Blooper.
My info is: Clews is copying the BSA works frame. Clews has or had all of the works stuff from BSA, got it in a package deal. (Basket Deal)? Maybe Clews will supply frames to BSA.

Lendall Terry
Guadalupe, Calif.

P.S. I have a 608cc Clews. Now I want to sell my 501cc Maico.

Is that what they tell you in Guadalupe?...PW

I found it. It's on the bottom right, and there's a water spot on the Honda generator. In case you forgot I cut it out to show what you said!

Duane Scott
Sacramento, Calif.

Huh?...PW

Dear Sirs,
I believe I have found the answer to the "Find the Blooper Contest". It reads: Reno's Cafe in Mojave has the best Ruben sandwich ever tested by our staff. Also California City is bizarre. How do you test a sandwich? What size: 100 – 250 – 400cc.

Sincerely Yours,
John Alden
El Monte, Calif.

Look for a mind-blowing, mouth-watering reuben sandwich test in an upcoming issue...PW

Dear Sirs in answer to Pop Wealey's contest the mispelled item is Reno's Rueben sandwich is best ever tasted by our staff. Also California City is Bizarre. Also in February 6ths news paper it says and what about the Reuben sandwiches at Reno's Cafe.

Berry Querls
Visalia, Calif.

Webster's Seventh Collegiate works better when one opens it...PW

Mr. Papa Wealey
Cycle News West
P. O. Box 498
Long Beach, CA 90801

Dear Papa Wealey,

Please consider this letter as an official entry in your "Find the Blooper" contest.

In "The Latest Poop" column of January 30, 1973 you state that Honda finally got past five with the new CB350K6. Actually the CB350K4 is the latest road model 350 twin other than the CB350-G front disc brake version.

Also, to set the record straight, Honda motorcycles do not pass away after K5 as evidenced by the CB450K6, CL175K6, and CB175K6.

It sure is nice to see the increased "Poop" about Honda in your column these days.

Sincerely,

AMERICAN HONDA MOTOR CO., INC.

Bob Doornbos

Bob Doornbos
Motorcycle Service Department

BD/bho

P.S. I sure hope I win those 10 Cycle News stickies in assorted colors as the seat cover is ripped in my Ranchero.

It sounds a little weak, but it was really intended to be CB450K6 in the first place. PW

Papa Wealey:
Not being from the L.A., Mojave, (Desert Racer) clan I can't be sure, but I would suggest one of the following:
(a) Reno's Cafe doesn't make Reuben sandwiches.
(b) Reno's Cafe is not in Mojave.
(c) Reno's Reuben sandwiches taste like a worn out desert knobby.

Dennis McEvoy
Fresno, Calif.
Dist. 35 Scrambles 73H

Not being from the Fresno, northern wilderness, scrambles clan, I am uniquely generally qualified to test Reuben sandwiches in Worn out Desert Knobby...PW

Dear Papa Wealey,
In response to your "Find the Blooper Contest", I offer this indisputably asture answer: The offer of a "Special Valve job" to the noisy Hodaka owner on Rose will hardly strike terror in his valve-less heart.
You have now been declared "Great Cerimonial Squid" in his stead. Fork over the technicolor stickies.

Thank ya kindkly,
Merle Ensign
San Jose, Calif.

600 grit will find a way...PW

Okay Papa,
This blooper was easy to spot.
Anyone who's ever seen Miss Molly
Blue knows that she's a very sexy lady.
You're not going to tell me she's a sweet
demure young lady.

Cliff Mills
Petaluma, Calif.

It's all in how you perceive the situation...PW

I thought you guys tested motorcycles, not sandwiches.

Hanson
Duarte, Calif.

Not for lunch...PW

Sirs:
The blooper (among others) in Wealey's column — (gag) — his discrepancy — is the academically simple lie laying within the offering (and offending) paragraph. "It is a real challenge to read Papa Wealey's mind, isn't it? – Tch! What mind? – Everyone knows he steals all of the big words (any over 3 letters) from Ronald S. and his keen wit a al Krol. The two "P's" in Papa really stands for Prurient Plagiarist. – My stickers please.

Jim Williamson
La Mirada, Calif.

Pacticularly perceptive preponderances permeate my penultimately pink palpitating prurient plagiaristic psyche...PW

Sirs,
The error in Papa Wealey's column is Roger Reiman won Daytona 3 times not 2, all 3 on a H-D, 1961, 1964, 1965 the last one being in the rain starting from the back row. Quite a performance if you missed it.
Thanks for the free stickies.

Ron Widman
St. Louis, Missouri

Roger Reiman is fast...PW

Papa Weale'y
The Blooper Contest
We all know that Reno's Cafe makes lousy Reuben sandwiches. Please send my 30 stickers to:

Kirk Cuttrell
Monterey Park, Calif.

Better than the White Cafe, so nyehhh...PW

Papa Wealey,
This is in regards to your "Latest Poop" "Find the Blooper Contest". The discrepancy mistake is the little stars under the first article on the page the latest poop is on.
The three little stars are different from the rest. They are in a different position. Example * this is the mistake.
* this is the way the others are.

Thank You,
Don Hernandez

Thank you, Don, for being the third and final entry to spot the blooper. Papa Wealey's stickie supply is now seriously depleted...PW

My guess as to the blooper in Papa Wealey's column is that in the January 30th issue when refering to Reno's in Mojave a mention was made of a "Rueben" sandwich. Upon refering to the dictionary I find that REUBEN was a son of Jacob and a leader of an ancient tribe in Isreal. However somewhere Reuben's fame as a leader was overcome by the fame of the sandwich. Now I am wondering if the devious mind of Pop either transposed the letters in the name or even more subtle, Reno's in Mojave doesn't exist or doesn't make Reuben sandwiches.

John Donaldson

John Donaldson
Long Beach, Calif.

Dear Papa Wealey
In reply to your "Find the Blooper Contest", we think we found it!! On your Feb. 6, 1973 issue on the third column second paragraph you have the word Reuben spelled Reubon and on your Jan. 30, 73 issue it is spelled Ruebon.

Sincerely,
Sue Lagman

P.S. I am not a boy named Sue. I'm female.

Wow! That's a relief...PW

Dear Papa,
I think your "Blooper" in your "find the Blooper Contest" is with your Reuben sandwiches at Reno's Cafe.
Maybe it's Reno sandwiches at Reuben's cafe.
Or maybe they really aren't any good.

Mrs. Gary Phillips
Grand Jct., Colo.

Maybe...PW

Papa Wealey,
The "Blooper" it seems is the articles about Honda and their appearance at Daytona —
One said they might — one said Roger Reiman will ride for them.

Tom Case
Norwalk, Calif.

In that order, that's right...PW

Dear Pop,

Hubba hubba, hot damn and halleluja! After No-Dozing for a dozen days I'm in a daze but I did it dad. I perused the Poop with perspacacity and found a plethora of pithy Poo-Poos (sometimes called bloopers). That's right, Pop, a plethora. That means four.

Poo-Poo #1
"Last week we said Yvon DuHamel cracked his back and two ribs."

Gotcha #1
The previous Poop stated in the paragraph pegged "COW GOSSIP" that "...Yvon DuHamel cracked his back in two places...". Perhaps a puny point unless it's your back and ribs.

P-P #2 (same paragraph about Yvon)
"He did, but this week he is back up racing snowmobiles in Minnesota".

Gotcha #2
Minnesota, ha! Everybody (who's anybody) knows Yvon is the cool quick kid from Canada. Minnesota, ha!

P-P #3
The last sentence of the squib about the upcoming Desert M.C. Hare and Hound race rhetorically states: "This supplements calendar info."

Gottscha #3
I read the calendar section about the race and all the info. is there, sans the flowery language, (if you call "depths of the sand and the puckerbush" flowery language). Pop, your squib doesn't "supplement" the calendar, it redundancys it.

Pithy Poo-Poo #4
Below the picture of the '73 Greeves it explains that "Q.U.B. stands for Queens University, Belfast..." (it's a real bomb)

Gotcha (but I don't wantcha) #4
Although it's a hitherto unknown fact to Billy, Baz and the boys--Q.U.B. stands for Quasimodo Updyke Blowhard. And now, ladies and boys gentlemen and girls, we know Papa Wealey's REAL name.

Yes, pop, maintaining a blooper-free colomn week after weak requires knuckles and knowhow. But to show you that my head's in the right place I now proclaim the INFAMOUS LAST ANNUAL COUNTERCONTEST! Thats right, pop, if you and/or the staff can find the discrepancy on these pages (aside from the content, you bunch of wise guys!) I'll make sure you never get lost!! (I'll tell you where to go myself).

Tom Moore

Tom Moore
(subscriber)

Dear Papa Wealey
I found your blooper. Reno's Cafe makes weird Reuben sandwiches.
Where's my prize?

John Kouaceuich
No. Hollywood, Calif.

I give up. Where is it...PW

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by Alice Rhea
Photos by Dale and Alice Rhea

Mini-Mint Preview

JEAN, NEVADA, Feb. 4, 1973 – "You want me to drive all the way to Las Vegas to cover a minibike race? Are you out of your mind," I screached at the mangling editor over the phone? When he had me calmed down enough to listen, John explained that this wasn't a twenty-minute moto, but a full-out desert race. A chance for the kids to pre-run the course of the Mini-Mint under race conditions.

I called the Las Vegas phone number and was lucky to catch Leonard Mills and Roger Welsh. They were both so nice and eager to get coverage for the kids that I was already beginning to like the assignment: I had no idea what lay in store for me.

Saturday it was raining so hard in Los Angeles that I thought I had better call and make sure the race wasn't cancelled. Mrs. Welsh said it was cloudy and cool but not raining; to come on because they were going to race regardless of the weather. Gutsy little kids, I thought.

The Southern Nevada Jackrabbits M.C., cousins to the Jackrabbits of District 37, offered their hospitality and I somehow forgot to mention that I have a van in which I haul my bike and sleep three weekends out of the month. A nice warm bed, somewhere out of the rain just seemed like a good idea.

I wasn't prepared for the plush twentieth-story room at the Mint, for which I owe Mr. Del Webb my thanks. Nor was I prepared for the meals. I was really beginning to like this assignment.

Sunday morning was a bit rushed, as always, and I looked forward with less than eagerness to the bike the club had offered to loan me. Well, they had said that I needn't bring mine as they would furnish "transportation."

The transportation turned out to be nothing less than the "Baja Bug" belonging to Luther Kutcher with Luther himself as driver. (Those of you who are Baja racing fans will recognize the name...for the rest of you, I can only say he is an excellent driver.)

The little boogers gathered around as the riders' meeting got under way. Some of the kids had never raced and it was all new to them. Well organized, the club had copies of the danger marks, checks and other signs that would be on the course, which they passed out. It was old hat to some of the riders and their attention wandered. For some of the littler guys it must have been like a foreign language. I wondered how much an eight-year-old would absorb.

The starting line looked for all the world like the start of any desert race. A little smaller perhaps, with only about seventy riders, but there they were: full leathers, helmets, gloves, boots, face, chest protectors and shoulder pads. If you weren't close enough to see "Mini-enduro" written on the tank, you would have never known the difference.

The first wave of riders got off to a good start, smoking away on what was the landing strip for Jean, Nevada, heading toward a section of the Barstow-to-Vegas course. The spectators and kibitzers crowded in to give last minute words of encouragement and instruction to the little guys. (Bikes 60cc and under had a separate start although Experts and Novices ran together.) The starter jabbed his rolled flag in the air, indicating that the spectators would have to move back. Under pre-race tension, one rider mistook the gesture for the start, kicked his bike over and roared away, followed quickly by fifty others.

Oh, well, maybe it was a false start, but how to you round up fifty wild little Indians who are smoking across the desert faster than some parents would dare to ride? Anyway, they got off pretty close together.

The course consisted of three laps around an eighteen-mile loop. Jackrabbits had flagmen at all the danger spots such as road crossings and ditches and there were three track guards. Two blocks from the finish line the course crossed two sets of railroad tracks and the club was taking no chances with their young charges. The riders had to get off and walk their bike across.

Some of the younger boys stopped way back by the corner and walked 100 yards or so across the track. Older, wiser racers hit the ground on the run, dashed across the track and leaped back on sidesaddle, throwing a leg over the bike after they had picked up speed again.

Knowing that in regular races the tank card has to be on the gas tank I was puzzled to see that all the riders had them on their helmets. Then it dawned on me. Did you ever try to mark a tank card on a bike that stands eighteen inches high?

Out from the landing strip the course made a farily sharp left turn and dropped into a sandwash. The club was foresighted enough to station three men here as fifty percent of the little riders dropped it and were quickly helped up to keep them from getting run over by riders behind them.

The sandwash provided entertainment which should have been on television. Something on the order of candid camera. Tiny faces presented

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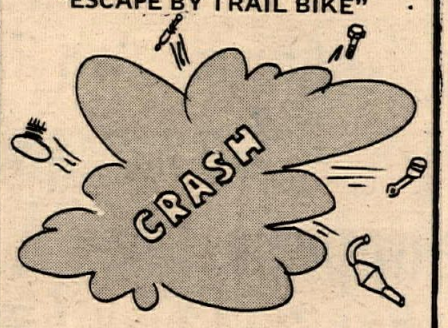

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studies of tongue-biting concentration as little legs plowed and pushed through the deep sand where a 50cc power-plant just won't cut it.

The first sweeper crew left immediately after the start and the men were a welcome sight to several young riders who were stuck in sand up to their knees, had seized their engines or loaded up and didn't know how to get the bike started again. At the end of the sandwash was a truck with a radio (React, somewhat like our Rescue 3 or International Racing Radio Crew) and more strong, knowledgable men to lend muscle if needed.

There was nothing on the course that the smallest bike couldn't negotiate, although the whoop-de-doos were tiring. Little bikes, those under 80cc, only had to go two loops while the 81-100cc class went three loops for a total of fifty-four miles.

Coming into the finish line was a sweeping left-hander on well-packed ground. Many of the more experienced riders displayed a fine flat tracking style on this corner and others wheelied into the finish, much to the delight of their fans (Mom and Dad).

Not being familiar with the racers it was a little hard to tell who was doing what, but at the finish Glen Sallee (Yam) was top 100cc Expert of the day, with Mark Causey (Suz) and Don Lockwood taking second and third. Fourth overall and first girl was 12-year-old Paulette Wise (Yam).

Paulette is a charming, soft-spoken girl. She earned number ten for this year. If any of you guys think you are fast enough to be her partner, she needs someone to co-pilot the Mini-Mint on March 17.

In the 100cc Novice class, Brad Capawana (Ste) took top honors with Randy Hill (Kaw) and Ron Wilcox (Yam) taking second and third.

The next division was 66-80cc and Expert Tod Kutcher (Ind) was firstest with the mostest. Randy Dalton (Ind) took second and Micheal Rodriquez (Hon) was in third place.

Lenny Giger (Hon) who is number 103, beat out all the other Novices in the 66-80cc class for a first, followed by Thomas Aginiga (Honda and Darel Yoakum (Ind).

The 51 to 65cc class is evidentally restricted to Novices (or else every Expert in that class broke down, 'cause we didn't get them on the results.) Anyway, Ronald Loomis, Jr. (Yam) won it with Gary Wilder (Yam) and Daryl Folks (Suz) in for second and third.

We missed the rigid frames who ran on a separate course and I'm really sorry. They call those little things "Hard Tails," and if you have ever ridden one you know why. Jim Wischmeyer and Grant Garban one-twoed that one.

Fourth OA and first lady was 12 year old Paulette Wise.

Two competitors tiptoe through the pucker bushes.

The finish got a little hysterical as some of those kids just didn't know when to quit and tried to take another lap. Quick checkers lunged at them and caught most of them before they got away. The kids all said they liked the course and when asked if they wanted to do another lap reactions ranged from a cheerful, "Sure," to one little guy who was too tired to do more than just shake his head to another who glared at the flagman as if to question his sanity.

We are all aware that the Mint 400, known to many as the Del Webb Desert Classic, will be run at Jean, Nevada on Monday, March 19. In conjunction with and under the sponsorship of the Mint, the Mini-Mint will be held on Saturday, March 17.

Those of you with hot-shoe fourteen-year-olds (or younger) might seriously consider signing him (or her) up for this one. The mini will be five laps of eighteen miles for a total of ninety miles. They have a special AMA Youth Division Sanction and will be giving lots of far-out trophies and goodies.

Come on, Dad, you are going over for the Mint anyway, aren't you? Why not leave a couple hours early and let the youngsters have a taste of "real desert racing."

For information you can reach the Southern Nevada Jackrabbits M.C. at (702) 878-7546 or write to 4367 W. Charleston, Las Vegas, Nevada 89102.

With the organization and concern for the riders I saw displayed by the club I would not hestitate to recommend your participation.

NMA Minis at Indian Dunes

by Debi Whiting

VALENCIA, CAL., Feb. 4, 1973 – The little Pee Wee's and the 1-3 hp classes even made it through the drizzling day just fine. Tom Paris took home first and Ms. Linda Stephenson second. Ronnie Eversole creamed his competition in the other division. After a tight battle Glenn McCarroll pulled out with first, 0-61cc Stockers.

The next division was the 12 years and over age grouping 81cc Stockers. Mike Harnacker and Bobby Burns (Yam) really gave us a good battle going for first position. Mike captured the class overall after a rough go. The second division of the 12 years and over 81cc Stockers was swept by Steve Bren with Anderson taking second overall home and William Reyes third.

In the Younger Stockers (9-11 yrs.) 81cc class led to all and all out battle between winner Mike Lewis and Brian Strong.

It was three Yamahas wheel to wheel, a fight to the finish in the 12 and over 61cc Modified class. The three boys were Bobby Burns, Howard Smithson and San Fernando Yamaha's, A. J. Whiting. Bobby Burns really had to keep his throttle on to hold on.

An unusual event occurred in the 9-11 years 61cc Modified class today. The whole class consisted of Yamahas. I couldn't believe my eyes. Another win was made by young Matt Whiting. A.J. Whiting made the grand slam in the 9-11 years 81cc Expert division. Jim Lesniewski picked up second and Marty Woodbury third. In the Novice division it was Mike Lewis.

The 12 and over 81cc Modified Experts brought us three challenging riders: Jerry Shore (Ind), Greg Summey (Hon) and Kevin Kilpatrick (Yam). Jerry ran away with the classs.

NMA Minis at Escape Country

by Debi Whiting

TRABUCO CANYON, CAL., Jan. 27, 1973 – Escape Country had another rip roaring racing schedule. This full motocross course really brings out skill and endurance. Ranging from age 5 to 15 these boys really handled the track well, each with their own style and skill.

Event brought us the only minibike class today. Ronnie Eversole took it all home in this class today on his 50cc Indian. An event not usually seen was that the other three riders all tied for second.

There was only one classes of Stockers, the 11 years and over age grouping. In this division it was a well known Escape Country riders Brad Dutoit. Brad did not have his usual long lead. Honda mounted Don Van Tassel was on Brad's fender.

Jeff Hewitt dominated the 10 years and under age grouping, of the modified bikes.

The first class of 11 years and over 75cc modified boys led to an all out battle between American Minicycle's Jerry Shore, and Mission Honda's Brad Dutoit. Jerry and Brad never shut off; they were after each other constantly, most of the time they were only inches away. Jerry got it.

Greg Summey, mounted on an XR-75 Honda, led his competitors around the course all three motos, with a lead that know one could touch.

The Open 76-120 class was almost a carbon copy of event number four. Once again Brad Dutoit and Jerry Shore battled. Things switched and Dutoit eventually took it all home in this division but only by two slim points in front of Shore.

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Regularly Scheduled EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT

Perris Raceway T.T. Scrambles. Gates open 5:00 pm. Sign-up closes 7:30 pm. All classes. Members $3.50. Non-members $4.50. Silencers required. Limited entries due to curfew. Info. (714) 657-3678.

EVERY SATURDAY

MORENO VALLEY M.C. Beginners and Juniors Motocross, Gate $2.00, Entry $4.00, Sign in 7:30, Race 9:30. All classes. 33% Trophies. De Anza Cycle Park, 3 miles past Sunnymead on U.S. 60. Take Theodore offramp to Ironwood and follow signs. Information: 714/653-2633.

FIRST & THIRD SUNDAYS

Motocross Deadman's Point, Apple Valley, Ca. All classes. Gates open at 7:30 a.m. First race at 9:30 a.m. Practice 8 a.m. to 9 a.m. Gate $2.00, Entry $2.50 member, $3.00 non-member. Silencers required. Three number plates PLEASE. Info. call 714/247-7473.

FIRST & THIRD SUNDAYS

Motocross. Lake Dolores, approx. 15 mi. east of Barstow off Las Vegas Fwy I-15. Take Minneola offramp. Limed. 8am sign up. 10am race. $3.25 ride. $1.50 and 75¢ watch. Primitive camping. Fishing. For info, call 714/254-2041.

EVERY SUNDAY

CRA Motocross at De Anza Cycle Park 10 Miles East of Riverside on U.S. 60 — Take Theodore Off-ramp. All classes including Minis. Sign 7, practice 8, race 9. $2 Gate, $4 Race. Minimum 33% trophies. CRA Information (714) 849-8481.

EVERY SUNDAY

Motocross racing at Arroyo Cycle Park. Gates opens 7 a.m., practice 7:30, race at 9:30. Call 714/887-2714 for information.

NATIONWIDE CALENDAR

Feb. 18

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. St. Petersburg, Florida. Purse: $2,400.

Feb. 25

AMA ASCOT TT, pro. Start 8 pm. Gardena, Calif.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Hialeah, Florida. Purse: $2,400.

March 4

AMA NATIONAL ENDURO, 100 mi Stone Mountain Decatru, Georgia.

AMA MOTOCROSS QUALIFYING ROUND, Determines starters for Inter and Trans AMAs. Ft. Pierce, Florida. Purse: $2,400.

March 4-11

DAYTONA SPEEDWEEK
March 4: Registration and tech. for Ex and Jr.
March 5: Registration and practice
March 6: Registration and practice
March 7: Sportsman race at noon at Speedway and ST at Memorial Stadium at 8 pm.
March 8: Alligator Enduro starts at 9. Heats for Novice Race at 8. Heats for Combined at 10. Qualifying for Ex and Jr.
March 9: Practice at 10 for Ex and Jr. Registration for MX and ST at 1. Novice race at 1. Junior race at 3. ST at Memorial St. for Ex and Jr. at 8 pm.
March 10: Combined race at 10:30. MX practice at 12:30. MX at 2. ST at Memorial St. for Ex and Jr. at 8 pm.
March 11: Prac at 9:30. Start of 32nd Daytona 200.

March 18

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. New Orleans, Louisiana. Purse: $1,800.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Charlotte, N.C. Purse: $1,800.

ASCOT 100 LAP TT, Gardena, Calif.

March 19

DEL WEBB DESERT RACE (MINT 400), near Las Vegas, Nevada. Mint Hotel, Las Vegas, Nev., 89101.

March 25

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Memphis, Tennessee. $1,800.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Houston, Texas. $1,800.

March 31

ISDT QUALIFYING, two day qualifying trials, Fort Hood Dirt Riders, PO Drawer A, Fort Hood, Texas, 76544.

AHRA FUEL AND GAS DRAG BIKE NATIONAL, Beeline Dragway. $4,600 purse Scottsdale, Ariz.

April 1

AMA NATIONAL ROADRACE, Dallas, Texas, $25,000 purse.

RED GARTER AMA NATIONAL ENDURO, Dirt Diggers. 125 miles. Ballinger Camp Ground.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Sligo, Kentucky. $1,800.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Ariz. $3,000.

April 7

ISDT QUALIFYING, two day qualifying trials. Midwest Enduro Team, Potosi Stump Jumpers, 106 E. High St., Potosi, Missouri 63664.

April 8

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Washington, Indiana. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. San Bernardino, Cal. $1,800.

AMA PRO HALF-MILE, San Jose Fairgrounds, San Jose, Cal. $1,200. Start: 2:15, watch $4. 295-3050.

April 15

AMA NATIONAL ENDURO, Toledo, Ohio. 100 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Bloomington, Indiana. $2,000

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Santa Maria, Cal. $1,800

April 22

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Butler, Indiana. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Livermore, Cal. $1,800

April 29

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Medford, Oregon. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Canal Fulton, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Lawrence, Kansas. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Whitney, Texas. $1,800

May 6

AMA NATIONAL ENDURO, Shelby, Ind. 150 miles.

AMA NATIONAL ROADRACE, Ontario, Cal. $25,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Laurelville, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Portland, Oregon. $1,800

May 12

ISDT QUALIFYING ROUND, Motorcycle Activities Club, Box 652, McMinnville, Ore., 97128.

May 13

HALF-MILE, San Jose, Cal. $12,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Youngstown, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Puyallup, Washington. $1,800

May 19

ISDT QUALIFYING ROUND, Pacific Northwest Trails Assoc. Box 131, Weston, Ore. 97886.

May 20

AMA NATIONAL ENDURO, Bristol, Virgina. 150 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Salt Lake City, Utah. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Pocono, Pennsylvania. $1,800

May 27

AMA NATIONAL ENDURO, Columbus, Ohio. 250 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Arizona. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Clifford, Pennsylvania. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Linnville, Ohio. $2,500

May 28

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Proctorville, Ohio. $2,000

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Feb. 18 — Rawhide
Feb. 25 — Arroyo
Mar. 4 — Carlsbad — Euro Trk

*Series points earned

SILENCERS MANDATORY. Regular Sportsman classes $5.00 mail, $10.00 Post. Senior $10.00 mail, $15.00 Post. No post entry fee to new membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am, sign-up closes 8:45. First race 9 am, 3 A.M.E. number plates required.

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Continental Motosport Club
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Feb. 18 — Saddleback
25 — Indian Dunes
Mar. 4 — Saddleback
11 — Carlsbad
18 — Saddleback
25 — Indian Dunes

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PO Box 1402, Costa Mesa, CA 92626

WEDNESDAY, FEBRUARY 14

BUN DAY, in Iceland children receive gifts of whipped-cream buns in exchange for colorful sticks.

VITICULTURIST'S DAY, hazh shbeen shelerbraterd shince Thracia times. Bashed on cult of Dionysus, god of wine and merriment.

THURSDAY, FEBRUARY 15

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, FEBRUARY 16

WINTERNATIONALS CUSTOM CAR AND MOTORCYCLE SHOW, LA Convention Center, LA.

INDOOR SHORT TRACK, Sonoma County Fairgrounds Exposition Pavilion, Santa Rosa, Cal. Ex: 200 & 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

SAT. & SUN., FEBRUARY 17 & 18

EUROPEAN SCRAMBLES, 145th St. E and Ave. J, Lancaster, Cal. Start: 10, sign: 8. Sand Sailors MC. 30% finisher trophies and pins. 805/948-4908.

MOTOCROSS, Muntz Cycle Park, Moorpark, Cal. Jr & Sr qualifying on Sat. Limited entry 100% trophies to Jr. qualifiers Sat. Trophies 1-6 Jr. Sun. $1,000 cash to Sr. Sun. Jr. $10, Sr. $15 for both days. 2 motos (European style) No memb. A Mark-ke Prod. 213/980-1143.

SATURDAY, FEBRUARY 17

AME MOTOCROSS, Indian Dunes, Int. track, Valencia, Cal. Beg/Jr/Int/Sr/Mini/PP/Oldsters. Sptmn: Mail $5, $7 post, Sr: $10 mail, $12 post, to 13004 S. Washington, Hawthorne, Cal., 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

ASCOT MOTOCROSS, no licenses. Sptmn: $5, Ex: $10, 100% payback. Open: 9, race: 11 am. 213/321-1610.

CRC MOTOCROSS, Arroyo Cycle Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; pp; mini, enter: $5, trophies same day 40%. 714/688-1291 or 213/830-7519.

CORONA MOTOCROSS, Corona, Cal. Open: 8, race: 9:30. Watch: $2, enter: $3.

MOTOCROSS, DeAnza Cycle Park. Beg/Jr. Sign: 7:30. race: 9:30. Gate: $2, enter: $4.

TT SCRAMBLES, Perris, Cal. Open: 5, minis 6, prac: 7:30. Silencers. Limited entries. 714/657-3678.

INDOOR SHORT TRACK, Salt Lake City, Utah. CMC Prac: 4, qual: 5, race: 7. Nov/Ex. $50 per class Ex. $2,500 among top ten for series. Class c, muffler. 100/125/200/250/Open.

AMC MOTOCROSS, Saddleback Park, Orange, Cal. regular Saturday event. Box 663, El Toro, Cal. 92630.

SUNDAY, FEBRUARY 18

HRA TT AND HALF-MILE, 395 Cycle Park, Adelanto, Cal. Sign: 8:30. Gate: $1.50, enter: $2.50 (pre). 714/246-6109.

RAINIER BEER WINTER CHAMPIONSHIP SERIES, Eugene Motocross, 2 mi S of Eugene on I-5, take Goshen exit. Open: 8:30, prac: 9, race: 10:45. Adm: $2.

SOBOBA GRAND PRIX, by invitation, Soboba Indian Reservation, 30 miles S of Riverside. SOBOBA MC, 22815 Camino Los Banos, San Janinto, Ca.

MRA MOTOCROSS, Motocross Park, White City, Ore., near Medford, Oregon.

CALICO ENDURO, SRA. Send SRA entry and 2 SASE w/$7 for memb. and $8 for non to SRA, Box 3882, Torrance, Cal. 90510. Pins and trophies. 2/30 mi loops. 213/320-1015.

CMC MOTOCROSS, Saddleback Park, Irvine, Ca. Sptsmn: $5 mail, $10 post, Ex: $10 mail, $15 post to Box 1402, Costa Mesa, Calif. 92727. Open: 6:30, prac: 7:30, sign by 8:30, race: 9. 100% payback to Ex.

SCRAMBLES, Atascadero, Cal.

MOTOCROSS, Lemore Naval Air Station, Calif.

MOTOCROSS, Baymare, Cal. Super course day. Beg/Nov/Int/Mini/PP.

CMC MOTOCROSS, Oasis Raceway on Hwy 20 btwn Williams and Clearlake. Enter: $5, must have CMC card. $2 to watch. Sign and prac: 8, race: 10. Mail to Oasis Rcwy, 1885 S. Main St., Lake Port, Ca. 95453. 702/263-5049 or 274-1167.

CMC MOTOCROSS, Carnegie Park, Telsa Rd., Livermore, Cal. Mail: Jr: $6, Sr: $10 to box 1348, Cupertino, Cal., 95014. Post: $8, $15. Open: 6:30, prac: 7:45, race: 9. 408/226-7265.

MOWERY MOUNTAIN ENDURO, Nomad MC. 110 miles. Mail $6 to Nomads MC, Box 1042, Sierra Vista, Ariz., 85635. 458-3703. Starts 9 am.

MINI-MOTOCROSS, NMA, Indian Dunes. Sign up: 8:30. $3 enter (memb), $4 (non).

CRA MOTOCROSS, De Anza Park, Hwy 60, approx. 10 mi E of Riverside, take Theodore off ramp. Gate: $2, enter: $4. All classes. Sign: 7, prac: 8, race: 9. 3/15 min. motos. 33% trophies. 714/849-8481.

D-36 MOTOCROSS, Plymouth Rcwy, Plymouth, Cal. $4.50 ride, $2.50 watch. Sign: 7, prac: 8, race: 10. 415/754-5616 or 682-6646.

D-36 ROUGH SCRAMBLES, at Salinas Rambler's club grounds in Crazy Horse Canyon. $2 ride or watch. Sign: 7, prac: 8, race: 10. 408/422-9809 or 449-6826.

D-37 HARE AND HOUND, Desert MC, marked from Lucerne Valley, Cal. Enter: $5.50 total. Jr/Ex: 10 Nov later. 90 miles. Rescue 3.

MOTOCROSS, Mesa MC, Four Corners, Romona, Cal. EX/AM sign: 7am, Nov sign: 10. Must be AMA.

D-37 MOTOCROSS, Osteen's Park. Double Crossers MC. Mail $5 to Don Bridges, 1313 Jacaranda Pl., Fullerton, Cal. 92633. $8 post. Sign: 7, race: 9.

ROUGH SCRAMBLES, Hot Springs, Utah. $2 ride or watch. SRA. 100/125/200/250/Open. Nov/Am/Ex. Knobbys oks. Mufflers.

TT SCRAMBLES, Elsinore, Cal. Lightweights MC. All bikes sign 7-9. race: 9:30.

AMC SOUTH MOTOCROSS, Carlsbad, Cal. Box 663, El Toro, Cal. 92630.

ROAD RIDE SCAVENGER HUNT, Desert Wheels MC, Edwards AFB. Start at the clubhouse on Edwards, limed from gas station. 10am. Ride: $2.50. John 805/258-6864.

D-36 MOTOCROSS, Argyll Park, Dixon, Cal. Nov/Am/Ex. 916/481-6560 or 678-2809.

HDRA MOTOCROSS, Deadman's Point, Apple Valley, Cal. Open: 7:30, prac: 8, race: 10. Gate: $2. Enter: Jr: $3, Srs: $8, 100% back. 714/247-7473.

TT SCRAMBLES, De Anza Park, Sunnymead, Cal. For minis and lightweight to 125cc. Sign: 8:30, gate: $1 mini, $2 ltwt. Enter: $2.50. Watch free, 30% trophies. 714/687-3674.

ACA ROAD RACE, Carlsbad, Cal. Sign: 8:30, prac: 10. $8 pre to Suite 312, 106 N. Claudina, Anaheim, Cal., 92805. $15 post. 714/3222.

MOTOCROSS, Escape Country, Trabuco Canyon, Cal. All classes $5 memb., $2 pro/$5 post. Ex: $10/$15. 100% back to Ex. Open: 7, prac: 8, race: 9, sign by: 8:30. 714/586-7964.

WINTER MOTOCROSS SERIES, Grand Junction, Colo. Start at 1 pm.

MOWERY MOUNTAIN ENDURO, Nomad MC, send $6 to Nomads MC, PO Box, Sierra Vista, Ariz., 85635. Forestry approved. 110 miles. Over and under 125. Meeting: 8, start: 9.

AMA INDOOR CHAMPIONSHIP, Cow Palace, S.F., Ca. $6,000 purse. Trials at noon, race: 2:15.

MOTOCROSS, Arroyo Cycle Park, San Brdoo, Ca. 100% cash back to Experts, 50% trophies. ARA membs. get discount. No license. Prac: 7:30, race: 9:30. Info: 714/887-2714.

AME MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Jr; Int; Sr; Mini; PP; Oldster. Sptmn: mail $5, post $7, Sr: $10 mail, $12 post to 13004 S. Washington, Hawthorne, Cal. 90250. 213/675-1922.

MINIBIKE AND CYCLE MOTOCROSS, Indian Dunes, Valencia, Ca. Start 9am. 805/259-8000.

CRC MOTOCROSS, Indian Dunes, Valencia Cal. Beg; Nov; Int; Ex; young; old; PP; mini 714/688-1291 or 213/830-7519.

D-37 HARE & HOUND, 2/40 mi loops. Rescue 3. Start: 10. Call Rex at 434-6556.

ASCOT TT, Ascot Park, Gardena, Ca. Qualifying for Nov/Jr for 100 lapper. Start 8 pm.

D-37 GOLDRUSH ENDURO, Prospector's MC. Limed on Hwy 33 btwn Maricopa and Ozena. First rider out at 7:01. Contact Earl Wilson 213/382-5214.

MONDAY, FEBRUARY 19

NICOLAUS COPERNICUS'S BIRTHDAY.

TUESDAY, FEBRUARY 20

MINIBIKE RACES, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. 213/632-4853.

WEDNESDAY, FEBRUARY 21

ENTRIES CLOSE, for Daytona Amateur events. AMA, Box 141, Westerville, Ohio.

THURSDAY, FEBRUARY 22

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, FEBRUARY 23

INDOOR SHORT TRACK, Sonoma County Fairgrounds Exposition Pavilion, Santa Rosa, Cal. Ex: 200 & 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

SATURDAY, FEBRUARY 24

INDOOR ST ON DIRT, Surrey Fairgrounds, Cloverdale, B.C., Canada. 25 min E of Vancouver. $3 mini, $5 125 & 250. Mail to 106 E. 35th, Vancouver 15, B.C., Can. Sign 5, prac 6, race 8. Guar. $125 purse.

CUSTOM CYCLE AND CAR SHOW, Earl Warren Showgrounds, Santa Barbara, Cal. Mail to Box 400, Maywood, Cal. 90270. 213/588-7310.

AME MOTOCROSS, Double Crosser's MC, Carlsbad, Cal. Beg; Jr; Mini; Oldsters; PP; Sr. Trophies. Mail $5 to DCMC, 1313 W. Jacaranda Pl., Fullton Cal., 92633. $7 post. AME memb. Open: 6:30, prac: 8, race: 9. 714/525-2163.

CORONA MOTOCROSS, Corona, Cal. Open: 8, race: 9:30. Watch: $2, enter: $3.

MOTOCROSS, DeAnza Cycle Park. Beg/Jr. Sign: 7:30, race: 9:30. Gate: $2, enter: $4.

CRC MOTOCROSS, Arroyo Cycle Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; pp; mini, enter: $5, trophies same day 40%. 714/688-1291 or 213/830-7519.

MOTOCROSS, Edwards AFB, 17 mi E of Rosemond on Edwards at the corner of Lancaster and Forbes. Sign: 8, race: 10 $2.50 ride, watch free. Call Chuck at 805/258-6864.

BENEFIT SCRAMBLES, Pioneer Arena, Oakdale, Cal. D-36. Donation: $2.50. Sign: 5, prac: 6, race: 8. 209/869-1457.

CUSTOM CAR AND CYCLE SHOW, Earl Warren Showgrounds, Santa Barbara, Cal. Mail to Box 440, Maywood, Cal., 90270. 213/225-2125.

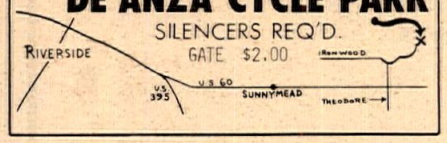
CHAMPION MARATHON, Candlestick Park. Watch: $1.50. 415/327-4461 or 961-5807.

ASCOT MOTOCROSS, no licenses. Sptmn: $5, Ex: $10, 100% payback. Open: 9, race: 11 am. 213/321-1610.

AME MOTOCROSS, Indian Dunes, Shadow Glen, Valencia, Cal. Beg/Jr/Int/Sr/Mini/PP/-Oldster. Sptmn: Mail $5, $7 post, Sr: mail $10, $12 post to 13004 S. Washington, Hawthorne, Cal., 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

TT SCRAMBLES, Perris, Cal. Open: 5, minis 6, prac: 7:30. Silencers. Limited entries. 714/657-3678.

MINI-MOTOCROSS, Escape Country. Trabuco Cnyn., Cal. Sign: 9, Enter: $3, $4 (non memb.) 213/887-9739.

C.R.A.
MOTOCROSS
ALL CLASSES
SIGN IN 7:00 AM RACE 9:00 ENTRY FEE $4.00
EVERY SUNDAY
33% Trophies INFO. (714) 849-8481
DE ANZA CYCLE PARK
SILENCERS REQ'D.
GATE $2.00


ARROYO CYCLE PARK
6 mi. no. of San Bernardino on I-15. Take Devore off-ramp west ½ mile.
Course under sprinklers. Trials area, mini area, short track, wash rack.

OPEN DAILY
Motocross Racing Ea. Saturday & Sunday
Gates Open 7 am
Info (714) 887-2714
UPCOMING EVENTS
Sat. Feb. 17 CRC Beg & Nov MX
Sun. Feb. 18 ARA MX-50% Trophies Jrs
Sat. Feb. 24 CRC Beg & Nov MX
Sun. Feb. 25 AME MX

RAWHIDE PARK
ELSINORE
MOTOCROSS
Feb. 25
Mar. 11
Mar. 25
Apr. 8
Apr. 22
40% TROPHIES
Beginners-Novices-Intermediates
Seniors-Powder Puff-Mini-Oldtimers
2½ miles east from Hwy. 71-74 —
840 acres of family fun & motocross —
Open 7 days a week —
Course under sprinklers —
(213) 921-5466
$6.00 Mail Entry

R.A.C.E.
MOTOCROSS
Every Saturday
Beginners, Juniors, Int., Seniors, & Mini classes
Also the "3V" class (Very Virile Veterans) 32 and older.
Gate $2.00 Enter $3.00 Seniors $8.00
100% Payback to Seniors
Open 8:00 A.M. Prac. 8:30 A.M. Race 9:30 A.M.
1.3 mile course just reconstructed for safety and riding pleasure. "The Wests most fantastic motocross facility".
CORONA RACEWAY
91 Fwy & Buchanan — Corona, Calif.
For info: (714) 735-1705, (714) 688-5484, (714) 645-1082

Ascot
CHRIS AGAJANIAN
Presents
EVERY SATURDAY
MOTOCROSS

Beginners $5.00
Intermediates $5.00
Experts $10.00
100% Payback to Experts
Gates Open: 9:00
Practice: 10:00
Race: 11:00
No license Required
Money-Trophies-Prizes
Free Parking
Pit & Front Gate Combined
Ambulance Service
Complete Medical Insurance
No Deductible
$3,000 Coverage
Officials & Scorers:
American's Motorcycle Club
327-6707 Carl Thompson

AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES
INDIAN DUNES
SATURDAYS
Beg. Juniors Intermediates Seniors
PLUS
Mini Cycle, Old Timers & Powder Puff
SPECTATOR ADMISSION FREE
When accompanying a competitor to track.
100% PAY BACK TO SENIORS
Feb. 10 — International Track*
Feb. 17 — Shad-Glen Track
Feb. 24 — International Track*
*Series points earned
Silencers Mandatory. Regular Sportsman Classes $5 mail, $7 post. Seniors $10 mail, $12 post. No post entry fee to new members that join at track. $7 membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am. Sign-up closes 8:45. First race 9 am. 3 A.M.E. number plates required.
MAIL ENTRY TO:
Indian Dunes M.X.
13004 S. Washington
Hawthorne, Ca. 90250
Phone (213) 675-1922 or 675-0521

CRC California Racing Club (membership not required)
BEGINNER & NOVICE
Powder Puff * Mini * +35 * -16
Intermediates * Seniors
MOTOCROSS
Sunday
RAWHIDE
Feb. 18 — Indian Dunes
Feb. 25 — Carlsbad
40% BRASS
of entry
(714) 688-1291—(213) 830-7519

MOTOCROSS, Muntz Cycle Park, Moorpark, Cal. Beg; Jr; Sr; Mini limited entry sign up at Muntzpark Sat. 12-4 Sun. 7-8:30 Am prac. 8-9 race. 9:30 am Minis 60-80. $5 Beg. 100-125-250 $7 Jr. 125-250-500 $8 Sr. 125-250-500 $9. 2 motos trophies 1-6 all classes no membership. A Mark-ke Prod. 213/980-1143 or 805/529-9546.

SUNDAY, FEBRUARY 25

SCRAMBLES, 5 miles E on Hwy 503, Woodland, Wash. Woodland Winter Track. 206/225-2125.

MOTOCROSS, Spillway Park, Santa Maria, Cal. Santa Maria MXers. Sign: 7, prac: 8, race: 9:30. Enter: $3.50, gate: 1.25. camping. 805/937-5704.

D-36 INDOOR SHORT TRACK, Washoe Co. Fairgrounds, Reno, Nevada. C-traction. minis/pp. Sign: 9, prac: 10, race: noon. 702/329-7738 or 358-4957.

MOTOCROSS, Manning Cycle Park, Utah. SRA 100/125/200/250/Open. Nov/Am/Ex Muffler.

ACE MOTOCROSS, Saddleback Park. 50% back to Srs. 40% trophies Jrs. Pro/Sr: $10. Jr: $5 mail to ACE, Box 174, Newhall, Cal. or $8 post. 213/362-2515 or 805/259-8007.

SCTA TRIALS, Reche Canyon, take Washington ramp from Riverside Fwy btwn Riverside and Colton, then East, limed from there. Sign: 8, meeting: 9. Memb: $3, non: $6. 714/830-1937.

D-36 SCRAMBLES, La Grange Rodeo Grnds, on Hwy 132. Sign: 8, prac: 9, race: noon. $2.50 ride or watch. 209/537-6206.

CRC MOTOCROSS, Carlsbad Rcwy., Carlsbad, Cal. 40% trophies Beg; Nov; Int; Ex; young; old; PP; mini. 714/688-1291 or 213/830-7519.

MINIBIKE AND CYCLE MOTOCROSS, Indian Dunes, Valencia, Ca. Start 9am. 805/259-8000.

calendar

CRA MOTOCROSS, De Anza Park, Hwy 60, approx. 10 mi E of Riverside, take Theodore off ramp. Gate: $2, enter: $4. All classes Sign: 7, prac: 8, race: 9. 3/15 min. motos 33% trophies. 714/849-8481.

AMC MOTOCROSS, Saddleback Park, Orange, Cal. Regular Saturday event with 100% trophies to finishers. Box 663, El Toro, Cal. 92630.

AME MOTOCROSS, Double Crosser's MC, Carlsbad, Cal. Beg; Jr; Mini; Oldsters; PP; Sr. Trophies. Mail $5 to DCMC, 1313 W. Jacaranda Pl., Fullton Cal., 92633. $7 post. AME memb. Open: 6:30, prac: 8, race: 9. 714/525-2163.

CMC MOTOCROSS, Indian Dunes, Valencia, Cal. Sptsmn: $5 mail, 5 days prior to Box 1402, Costa Mesa, Cal. 92727. $10 post. Ex: $10 mail, $15 post. Gate 6:30, prac: 7:30, sign: 8:30, race: 9.

CRC D-37 SCRAMBLES, 395 Cycle Park, Adelanto, Cal.

ROUGH SCRAMBLES, Hayward Speedway, 3800 Depot Rd., Hayward, Cal. $2.50 ride or watch. Kill buttons and silencers.

D-36 MOTOCROSS, Oasis Rcwy, Hwy 20 btwn Williams and Clearlake. Sign: 7:30, prac: 8, race: 10. Enter: $4, watch: $2. No minis. 707/462-1672.

CVMC MOTOCROSS, Seaview Park, Salton Sea, Cal. Enter: $3.50, watch: $1.50. Prac: 7:30, race: 9. Take 111 from Indio towards Salton Sea, left on Cleveland. 714/347-8401.

AME MOTOCROSS, Arroyo Cycle Park, Devore, Cal. Beg; Jr; Int; Sr; Mini; PP; Oldster. Sptmn: $5 mail, $7 post, Sr: $10 mail, $12 post to 13004 S. Washington, Hawthorne, Cal., 90250. 213/675-1922.

D-37 TT SCRAMBLES, CRC, 395 Cycle Park, Adelanto, Cal. Sign: 7:30, prac: 8, race: 9:30. 714/688-1291.

MINI-BIKE AND CYCLE RACES, Saddlebags Park, Irvine, Cal. MWRC Sign: 8:30, close: 10. 552-7643.

MINI-MOTOCROSS, Saddleback, Irvine, Cal. Sign: 8:30. Enter: $3, $4 (non memb.) 213/887-9739.

YREKA MOTOCROSS, Shasta Valley Rcwy. Fort Jones exit off I-5. $2, ride or watch. Open 8, prace: 8:30, race: 10. 916/842-5711 or 842-2651.

MOTOCROSS, Marysville, under the tenth street bridge. Sign: 7, prac: 9, race: 10. Enter: $4.50. 916/673-7767.

D-35 MOTOCROSS, limed from Hart Park and Lake Ming about 5 mi E of Sprockets Park, Bakersfield, Calif. Enter: $3, sign by 9:30, race: 10. 805/327-2031.

D-37 MOTOCROSS, Elsinore Rcwy., Elsinore, Cal. $1.50 gate & $5 race. Sign: 7:30, prac: 9, race: 9:30. 3/15 min motos. 714/524-3383.

HARE SCRAMBLES, Sandblasters MC, limed from Ridgecrest, Cal. 10 am. D-37. 714/377-4129.

THURSDAY, MAR. 1

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, MAR. 2

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

EVEL KNIEVEL JUMPS, at the Nassau (NY) coliseum.

SAT. & SUN., MARCH 3 & 4

GRAND PRIX, Osteens Park, Pomona, Cal. $4,000 cash to Ex and 2,500 in contingencies. Fast 5 mi course. Entries close Feb. 27 to Mike Plunkett, 700 Ocean Dr., Oxnard, Cal., 93030. Sptsmn: $10, Ex: $15. 805/985-1033.

EUROPEAN SCRAMBLES, marked from Calif. City. Beginners, 5 races or less. $6 post only. 8 mi course. 100/175/250/500. 213/362-2515 or 805/259-8007. Prac: 7, race: 9.

SATURDAY, MAR. 3

CORONA MOTOCROSS, Corona, Cal. Open: 8, race: 9:30. Watch: $2, enter: $3.

AME MOTOCROSS, Indian Dunes. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: $5 mail, $7 post. Sr: $10, $12 to Indian Dunes MX, Box 13004 S. Washington, Hawthorne, Cal., 90250. 213/675-1922.

AME MOTOCROSS, Double Crosser's MC, Carlsbad, Cal. Beg; Jr; Mini; Oldsters; PP; Sr. Trophies. Mail $5 to DCMC, 1313 W. Jacaranda Pl., Fullton Cal., 92633. $7 post. AME memb. Open: 6:30, prac: 8, race: 9. 714/525-2163.

AMC MOTOCROSS, Saddleback Park, Orange, Cal. regular Saturday event. Box 663, El Toro, Cal. 92630.

TT SCRAMBLES, Perris, Cal. Open: 5, minis 6, prac: 7:30. Silencers. Limited entries. 714/657-3678.

CRC MOTOCROSS, Arroyo Park, San Berdoo, Cal. Beg; Nov; Int; Sr; young; old; PP; mini; 40% trophies. 714/688-1291 or 213/830-7519.

SUNDAY, MARCH 4

MRA MOTOCROSS, Motocross Park, White City, Ore., near Medford, Oregon.

SCRAMBLES, Delano, Cal.

MOTOCROSS, Muntz Cycle Park, Moorpark, Cal. Beg; Jr; Sr; Mini limited entry sign up at Muntzpark Sat. 12-4 Sun. 7-8:30 Am prac. 8-9 race. 9:30 am Minis 60-80. $5 Beg. 100-125-250 $7 Jr. 125-250-500 $8 Sr. 125-250-500 $9. 2 motos trophies 1-6 all classes no membership. A Mark-ke Prod. 213/980-1143 or 805/529-9546.

SCRAMBLES, Cycleland Speedway, 14 mi S of Chico on Hwy 99E. Sign: 10, prac: 11, race: noon. $2 ride or watch, tires optional (huh?) 916/342-9302 or 4216.

ENDURO, Coyote 100, D-37. Send $6.50 and 2 SASE to Chapparals MC, Box 402, Corona, Calif. 91720. $2 extra for 3 man teams, father/son, Bud/Ellie teams no extra. 714/735-3249 or 528-3007.

MINI-MOTOCROSS, NMA, Indian Dunes. Sign up: 8:30. $3 enter (memb), $4 (non).

ENDURO, Coyote 100, D-37. Send $6.50 and 2 SASE to Chaparalls MX, Box 402, Corona, Ca., 91720. $3 extra for 3 man teams, father/son, Bud/Ellie teams no extra. 714/735-3249 or 528-3007. 20% trophies B riders.

MOTOCROSS, Spillway Park, Santa Maria, Ca. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptmn. mail $5, Srs: $10 to Spillway Park, Santa Maria, Cal. $10/$15 post. Open: 6:30, prac: 8, race: 9. AME

MOTOCROSS, Arroyo Cycle Park, San Brdoo, Ca. 100% cash back to Experts, 50% trophies. ARA membs. get discount. No license. Prac: 7:30, race: 9:30. Info: 714/887-2714.

MOTOCROSS, French's Resort, 8 miles S of Garberville, Ca., on 101. Sign: 7, prac: 8, race: 10. Ride or watch: $3. 707/442-6296 or 442-9595.

MOTOCROSS, Argyll Park, Dixon, Ca. D-36 points. Nov/Am/Ex. 916/481-6560 or 678-2809.

CRA MOTOCROSS, De Anza Park, Hwy 60, approx. 10 mi E of Riverside, take Theodore off ramp. Gate: $2, enter: $4. All classes. Sign: 7, prac: 8, race: 9. 3/15 min. motos. 33% trophies. 714/849-8481.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptsmn: $5 mail, $10 post, Ex: $10, $15 to Box 1402, Costa Mesa, Cal. 92727. Gate: 6:30, prace: 7:30, sign: 8:30, race: 9. 100% back to Srs.

D-36 SCRAMBLES, La Grange Rodeo Grnds, on Hwy 132. Sign: 8, prac: 9, race: noon. $2.50 ride or watch. 209/537-6206.

CALIF. CHAMPIONSHIP EURO SCRAMS, $500 purse to Ex or 50% payback. 50% back to Am. 100% trophies to Nov. Marked from Calif. City. Course for minis, $5. Ex: $10, Am: $8, Nov: $6. 805/259-8007 or 213/363-2515.

AME MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: $5 mail, $10 post. Sr: $10, $15 to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

AFM ROAD RACE, Ontario Motor Speedway. $10 mail, post: $12, plus for additional to AFM, 2754 Monterey Rd., San Marino, Cal. 91108. 213/799-3237. Sidecars: $15.

THURSDAY, MAR. 8

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, MAR. 9

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

SATURDAY, MARCH 10

AME MOTOCROSS, Indian Dunes, Shadow Glen, Valencia, Cal. Beg/Jr/Int/Sr/Mini/PP/-Oldster. Sptmn: Mail $5, $7 post, Sr: mail $10, $12 post to 13004 S. Washington, Hawthorne, Cal., 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

AMA PRO SHORT TRACK, Imperial County Fgrnd, El Centro, Cal. $1,200 purse. Race: 2pm. Box: $3, grandstand: $2, bleacher: $1.50. 213/DA3-5055.

MOTOCROSS, Edwards AFB. High points trophies each 3 motos. No cards. $2.50 ride watch free. Overnight camping if you call Chuck at 805/258-6864.

AME DOUBLE CROSSER'S MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. $5 mail, 7 post to DCMX, 1313 W. Jacaranda Place, Fullerton, Cal. 92633. 714/525-2163.

AME MOTOCROSS, Indian Dunes. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: $5 mail, $7 post. Sr: $10, $12 to Indian Dunes MX, Box 13004 S. Washington, Hawthorne, Cal., 90250. 213/675-1922.

ASCOT MOTOCROSS, no licenses. Sptmn: $5, Ex: $10, 100% payback. Open: 9, race: 11 am. 213/321-1610.

TT SCRAMBLES, Perris, Cal. Open: 5, minis 6, prac: 7:30. Silencers. Limited entries. 714/657-3678.

MINI-MOTOCROSS, Escape Country. Trabuco Cnyn., Cal. Sign: 9, Enter: $3, $4 (non memb.) 213/887-9739.

SUNDAY, MAR. 11

SCRAMBLES, Chowchilla, Calif.

CMC MOTOCROSS, Carlsbad, Cal. Sptsmn: $5 mail, $10 post, Ex: $10, $15 to CMC, Box 1402, Costa Mesa, Cal. 92727. 100% back to Srs. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

MOTOCROSS, Muntz Cycle Park, Moorpark, Cal. Beg; Jr; Sr; Mini limited entry sign up at Muntzpark Sat. 12-4 Sun. 7-8:30 Am prac. 8-9 race. 9:30 am Minis 60-80. $5 Beg. 100-125-250 $7 Jr. 125-250-500 $8 Sr. 125-250-500 $9. 2 motos trophies 1-6 all classes no membership. A Mark-ke Prod. 213/980-1143 or 805/529-9546.

QUICKSILVER ENDURO, Clear Cree, Cal., 38 mi E of King City off Hwy 25. Mail $7 to Cycle Center of Salinas, 319 W. Market St., Salinas, Cal. 93901. First 500 accepted. Start: 8:01. Two 40 mile sections. D-36. 408/422-9809.

D-37 HARE AND HOUND, limed from Red Mountain, Cal. Points, pins, Rescue 3. 2/40 mi loops. Trail Nov. 1 loop. Start: 10. Enter: $4.25 plus BLM. Invaders MC 213/8767 or 981-7781.

MOTOCROSS, Portland Int. Rcwy., West Delta Park, 5 mi N of Portland, Ore. on I-5. Sign: 7:30, prac: 8:30, race: 10. 503/223-3743.

FAMILY ENDURO, Granny Run II, Stoddard Wells, Victorville, Calif. 2/30 mi loops. Enter: $6.25 ($1 per extra) to Box 282, Montclair, CA., 91763 and two SASE. PVDR Dave 714/624-5800

MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Nov; Int; Sr; PP; Old timers. 40% trophies. 213/921-5466.

D-36 SCRAMBLES, La Grange Rodeo Grnds, on Hwy 132. Sign: 8, prac: 9, race: noon. $2.50 ride or watch. 209/537-6206.

AME MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: $5 mail, $10 post, Srs: $10, $15 to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. Gate: 6:30, prac: 7:30, sign: 8:30, race: 9. 213/675-1922.

TT SCRAMBLES, De Anza Park, Sunnymead, Cal. For minis and lightweight to 125cc. Sign: 8:30. Gate: $1 mini, $2 ltwt. Enter: $2.50. Watch free. 30% trophies. 714/687-3674.

CRA MOTOCROSS, De Anza Park, Hwy 60, approx. 10 mi E of Riverside, take Theodore off ramp. Gate: $2, enter: $4. All classes. Sign: 7, prac: 8, race: 9. 3/15 min. motos. 33% trophies. 714/849-8481.

D-35 MOTOCROSS, Spillway Park, Santa Maria, Cal. 9 am. Enter: $3.50, gate: $1.50. SM MXers. 805/925-0940 or 937-4043.

THURSDAY, MAR. 15

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, MAR. 16

EVEL KNIEVEL JUMPS, at the Southeastern Fairgrounds, Atlanta, Georgia.

NOR-CAL CUSTOM MOTORCYCLE SHOW, National Guard Armory, Concord, Cal. Art Himsel, Box 2415, Napa, Cal. 94558. 415/682-7366 or 707/252-3133.

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

SATURDAY, MAR. 17

ASCOT MOTOCROSS, no licenses. Sptmn: $5, Ex: $10, 100% payback. Open: 9, race: 11 am. 213/321-1610.

AME MOTOCROSS, Indian Dunes, Shadow Glen, Valencia, Cal. Beg/Jr/Int/Sr/Mini/PP/-Oldster. Sptmn: Mail $5, $7 post, Sr: mail $10, $12 post to 13004 S. Washington, Hawthorne, Cal., 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

SRA MAR 4

DUAL EUROPEAN SCRAMBLES

1st. Race 8:00 Limed From The Golf Course In Calif. City. 20% Trophies + Pins. (213) 320-1015.

"GRANNY RUN II"

A family enduro presented by POMONA VALLEY DESERT RIDERS

★ MARCH 11 ★

at

STODDARD WELLS

$6.25 mail entry, $1.00 extra per man for three man teams. $7.25 post entry. Riding no. by postmark. Send entry and 2 S.A.S.E. to:

Pomona Valley Desert Riders
P.O. Box 282
Montclair, Ca. 91763

For more info call: Dave, (714) 624-5800

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Entries open Jan. 23rd. mail entry 10.00 with 2 self-addressed stamped legal size envelopes to DRA P.O. Box 437, Rancho Mirage, Ca. 92270. Limited entry Act now. **DRA BONUS**

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DESERT RACING ASSOCIATION

RIDING NO.
FOR DRA USE ONLY

NAME_____ ADDRESS_____

CITY_____ STATE_____ ZIP_____ PHONE_____ AGE____

RIDING CLASS ☐ BEGINNER ☐ NOVICE ☐ POWDER PUFF

MAKE AND SIZE OF BIKE_____

MOTORCYCLE RIDING IS A DANGEROUS ACTIVITY

SO I HOLD AT NO FAULT THE SPONSORS OF THIS EVENT THEIR AGENTS OR THE LANDOWNERS OR MANAGERS OF THE LAND COVERED BY THE EVENT FOR WHATEVER PROPERTY DAMAGE OR INJURY THAT I MAY CAUSE OR INCUR. I HEREBY CONSENT TO MEDICAL AID AND TRANSPORTATION IN CASE OF INJURY WITH COST OF SUCH AID OR TRANSPORTATION TO BE BORNE FULLY BY ME.

SIGNED_____ DATE_____

I HAVE READ AND AGREE TO ALL THE ABOVE

PARENT'S APPROVAL_____ (REQUIRED IF ENTRANT UNDER 18)

Membership Not Required

calendar

Calendar listings are a free service of Cycle News to the motorcycle enthusiasts of the Western USA. Cycle News cannot be responsible for changes or cancellations by promoters. Participants and spectators are advised to verify information regarding events by phone or checking paid advertisements. Promoters must submit listings, cancellations and date changes in writing. Information regarding your club's event must arrive at Cycle News by noon on Thursday to be published in the upcoming issue. No calendar items will be accepted by phone. Write: Calendar Editor, c/o Cycle News, Box 498 Long Beach, Ca., 90801.

AME DOUBLE CROSSER'S MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. $5 mail, 7 post to DCMX, 1313 W. Jacaranda Place, Fullerton, Cal. 92633. 714/525-2163.

AME MOTOCROSS, Indian Dunes. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: $5 mail, $7 post. Sr: $10, $12 to Indian Dunes MX, Box 13004 S. Washington, Hawthorne, Cal., 90250. 213/675-1922.

ST. PATRICKS MOTOCROSS, Arroyo Park, San Berdoo, Cal. Jr/Nov/Int 100/250/500. 50% trophies. $10 mail to Shamrock Ent., 905 E. 19th St., Santa Ana, Cal. 92706. 714/543-9914.

SUNDAY, MARCH 18

AME MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Jr; Int; Srs; Mini; Oldsters; PP. Sptsmn: $5 mail, $10 post, Srs: $10 mail, $15 post to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. Gate; 6:30, prac: 8, race: 9. 213/675-1922.

CRA MOTOCROSS, De Anza Park, Hwy 60, approx. 10 mi E of Riverside, take Theodore off ramp. Gate: $2, enter: $4. All classes. Sign: 7, prac: 8, race: 9. 3/15 min. motos. 33% trophies. 714/849-8481.

125 NATIONAL MOTOCROSS, Arroyo Park, Devore, Cal. $3,200 purse. 714/887-2714.

TT SCRAMBLES, De Anza Park, Sunnymead, Cal. For minis and lightweight to 125cc. Sign: 8:30, gate: $1 mini, $2 ltwt. Enter: $2.50. Watch free, 30% trophies. 714/687-3674.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptsmn: $5 mail, $10 post, Ex: $10, $15 to Box 1402, Costa Mesa, Cal. 92727. Gate: 6:30, prace: 7:30, sign: 8:30, race: 9. 100% back to Srs.

ACA ROAD RACE, Carlsbad, Cal. Sign: 8:30, prac: 10. $8 pre to Suite 312, 106 N. Claudina, Anaheim, Cal., 92805. $15 post. 714/3222.

THURSDAY, MAR. 22

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, MAR. 23

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

EVEL KNIEVEL JUMPS, at the Chicago Amphitheatre.

SATURDAY, MAR. 24

AME DOUBLE CROSSER'S MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. $5 mail, 7 post to DCMX, 1313 W. Jacaranda Place, Fullerton, Cal. 92633. 714/525-2163.

AME MOTOCROSS, Indian Dunes. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: $5 mail, $7 post. Sr: $10, $12 to Indian Dunes MX, Box 13004 S. Washington, Hawthorne, Cal., 90250. 213/675-1922.

MOTOCROSS, Edwards AFB. High points trophies each 3 motos. No cards. $2.50 ride watch free. Overnight camping if you call Chuck at 805/258-6864.

March 24 & 25

GREAT BEAR GRAN PRIX, Riverside Rcwy, Riverside, Cal. Mail $10 to Great Bear Gran Prix. Box 6026, Orange, Cal. 92667. Post: $100. Watch Sat and Sun for $4. 100 mi.

SUNDAY, MAR. 25

AME MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptmn: $5 mail, $10 post, Srs: $10/$15 to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. 213/675-1922.

CMC MOTOCROSS, Indian Dunes, Valencia, Cal. Sptsmn: $5 mail, 5 days prior to Box 1402, Costa Mesa, Cal. 92727. $10 post. Ex: $10 mail, $15 post. Gate 6:30, prac: 7:30, sign: 8:30, race: 9.

CMC MOTOCROSS, Carlsbad, Cal. Sptsmn: $5 mail, $10 post, Ex: $10, $15 to CMC, Box 1402, Costa Mesa, Cal. 92727. 100% back to Srs. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

AFM ROAD RACE, County Rcwy. Pre: $10, post: $12, plus $5 for extra class, $15 sidecars to AFM 2754 Monterey Rd., San Marino, Cal. 91108. 213/799-3237.

THURSDAY, MAR. 29

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, MAR. 30

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

EVEL KNIEVEL JUMPS, at the Michigan State Fairgrounds, Detroit, Michigan.

SUNDAY, APRIL 1

AME MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: $5 mail, $10 post. Sr: $10, $15 to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

D-36 SCRAMBLES, La Grange Rodeo Grnds, on Hwy 132. Sign: 8, prac: 9, race: noon. $2.50 ride or watch. 209/537-6206.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptsmn: $5 mail, $10 post, Ex: $10, $15 to Box 1402, Costa Mesa, Cal. 92727. Gate: 6:30, prace: 7:30, sign: 8:30, race: 9. 100% back to Srs.

TT SCRAMBLES, Corona, Cal. Sandak Racing Assoc.

THURSDAY, APRIL 5

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

SAN FRANCISCO MOTORCYCLE SHOW, Brooks Hall, Civic Center. Box 5945, San Francisco, Cal., 94101.

FRIDAY, APRIL 6

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

SUNDAY, APRIL 8

CMC MOTOCROSS, Carlsbad, Cal. Sptsmn: $5 mail, $10 post, Ex: $10, $15 to CMC, Box 1402, Costa Mesa, Cal. 92727. 100% back to Srs. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

AME MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; Oldsters; PP. Sptsmn: $5 mail, $10 post, Srs: $10, $15 to AMEMX, 13004 S. Washington, Hawthorne, Cal. 90250. Gate: 6:30, prac: 7:30, sign: 8:30, race: 9. 213/675-1922.

THURSDAY, APRIL 12

TT AND FLAT-TRACK, Trojan Spdwy, South Gate, Cal. Sign: 6, race: 7:30. Silencers and 3 plates. $3 mem., $3.50 non. $2 pits and spectators. 1/5 mi oval. 213/632-4853.

FRIDAY, APRIL 13

INDOOR SHORT TRACK, Sonoma County Fairgrounds, Exposition Pavilion, Santa Rosa, Cal. Ex: 200 % 250, Jr: 125, 200 & 250, Nov: 100, 125, 200 & 250. $2.50 ride or watch. Sign: 4:30, prac: 6, race: 7:30.

International Calendar

April 1

FRENCH ROUND EUROPEAN TIRALS CHAMPIONSHIP, Montbeliard, France.

500 FRENCH MOTOCROSS GRAND PRIX, Tarare, France.

April 8

250 SPANISH MOTOCROSS GRAND PRIX, Barcelona, Spain.

April 15

500 AUSTRIAN MOTOCROSS GRAND PRIX, Vienna, Austria.

250 ITALIAN MOTOCROSS GRAND PRIX, Rome, Italy.

IMOLA ROAD RACE 750 CHAMPIONSHIP, Imola, Italy.

APRIL 22

FRENCH GRAND PRIX, Le Castelet, France.

April 29

250 BELGIAN MOTOCROSS GRAND PRIX, Brussels, Belgium.

April 30

BEGINNING SCOTTISH SIX DAYS TRIALS, Edinburgh, Scotland.

RESULTS

HARE SCRAMBLES
Cascade M.C.
Bend, Oregon
Jan. 28, 1973
by Larry Ulrich

Keith Nerseth	Mai
Gordon Young	A-E
Tom Montgomery	Hon
John Campbell	Hod
Homer Mosley	Yam
Dick Jagow	Suz
Paul Hug	Suz
Tom Street	Hon
Bob Strobel	Hus
Mike Wingerd	Hon
Buz Farrell	Puc
Carl Pruitt	Hus
Harvey Duncan	Bul
Scott Stouder	Yam
Bill Anderson	Bul
Dave Merklin	Yam
Jim Watts	Hon
Orvis Olson	Ric
Tom Maddux	Pow
Ken Coen	Hus
Pat Mulligan	Yam
Doug Seehafer	Yam
Skip Cox	Mai
DeWain Beard	Gre
Mike Lewis	Yam

MOTOCROSS
Tallahasse Winter-AMA
Tallahassee, Fla.
Feb. 11, 1973
250 NOV

John Franklin	Mai
Tom Rapp	Bul
David Clements	Bul
Robert Newberry	Yam
Wayne Welzien	Bul
Jerry Willams	Hus
Bruce Dengler	Yam
Ron Huffman	CZ
Joel Nicholson	Suz
Jody Focust	CZ
OPEN EX	
Pierre Karsmakers	Yam
Brad Lackey	Kaw
Tim Hart	Yam
Rich Thorwaldson	Suz
Mike Runyard	CZ
Jimmy Weinert	Kaw
Gary Semics	Hus
Sonny Defeo	Mai
Doug Sanger	Hus
Bob Grossi	Hus

MOTOCROSS
Spillway Park
Santa Maria, Calif.
Jan. 28, 1973
by Mike Anderson

POWDER PUFF	
Dianna Marshall	Suz
100 JR	
Scott Hoffman	Han
Scott Karl	Yam
Larry Pratt	Kaw
125 JR A	
Randy Oxburrow	Yam
Chris Searle	CZ
Doug Kehn	Mon
125 JR B	
Steve Baragiachi	Hus
Jeff Cough	Yam
Pedro Nunez	Yam
125 INT	
Jim Flowers	Puc
Stuart Lilly	Bul
125 EX	
Vince Clark	Suz
Bill Keese	Bul
250 JR A	
Bruce Manzone	CZ
Rich Barnhill	Yam
Gene Kaprelian	Mai
250 JR B	
Dana Batchelor	Suz
Greg Ferris	Yam
Jim Vaughn	Suz
250 INT	
Mike Martin	Mai
Ron Beardsly	Hus
Mark Taylor	Mai
250 EX	
David Czerwinski	Mai
Rick Long	Yam
Brett Yager	Bul
OPEN SR	
Joe Cushaway	CZ
Milian Garrett	Hus
Ron Bass	Mai
OPEN INT	
Harvey Wynn	Suz
Duane Garrett,	Hus
John Oliver	CZ
OPEN JR	
Dan Sears	Yam
Allan Griswold	Yam
Craig Rose	CZ

N.M.A. MINIS
Indian Dunes
Valencia, Calif.
Feb. 4, 1973
by Debi Whiting

EVENT 1 (PEE WEE)	
T. Paris	
L. Stephenson	
EVENT 2 (1-3 HP CLASS)	
R. Eversole	
J. Lynch	
EVENT 3 (0-61cc STOCK)	
G. McCarroll	
K. McMillion	
EVENT 4 (0-81cc STOCK)	
M. Harnacker	
B. Burns	
EVENT 5 (0-81cc STOCK)	
S. Bren	
K. Anderson	
EVENT 6 (0-81cc STOCK)	
M. Lewis	
B. Strong	
EVENT 7 (0-61cc MOD)	
B. Burns	
H. Smithson	
EVENT 8 (0-61cc MOD)	
M. Whiting	
S. Hess	
EVENT 9 (0-81cc MOD)	
A.J. Whiting	
COMBINED	
M. Lewis	
EVENT 10 (0-81cc MOD)	
12 YRS & OVER EX	
J. Shore	
EVENT 11 (0-81cc MOD)	
12 yrs & OVER	
M. Harnacker	
S. Lodge	
EVENT 12 (0-110cc OPEN)	
J. Shore	
STOCK T.D.	
Mike Lewis	
MOD T.D.	
Jerry Shore	

MOTOCROSS
Mesa M.C.
Four Corners, Calif.
Jan. 21, 1973

POWDER PUFF	
Pam Niles	
100 NOV	
Steve Bartley	
125 NOV	
Tony Everhart	
250 NOV	
Ed Andrews	
250 NOV	
Rick Brooks	
OPEN NOV	
Ray Miller	
125 AM	
David Fisher	
250 AM	
Matt Barney	
125 EX	
Bill Urban	
250 EX	
George Sanders	
OPEN AM	
Chuck Dickinson	
OPEN EX	
Ted Weeks III	

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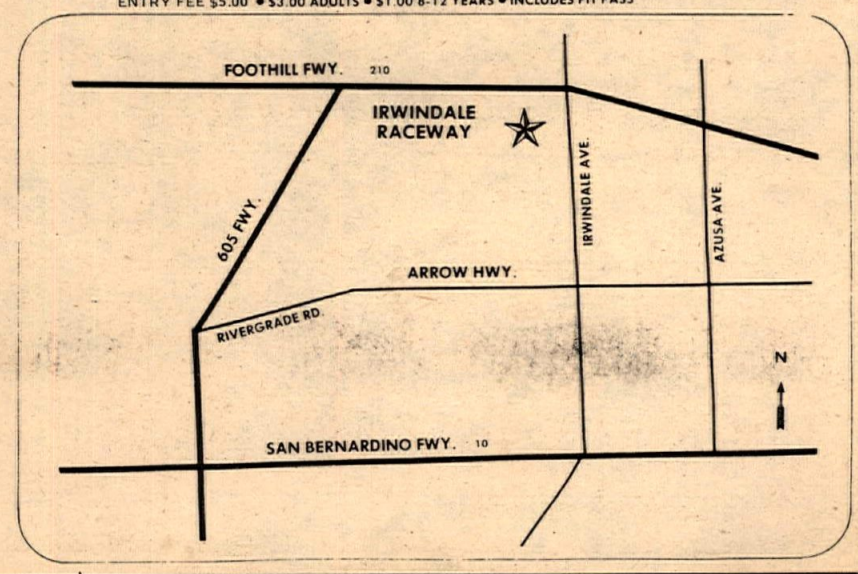
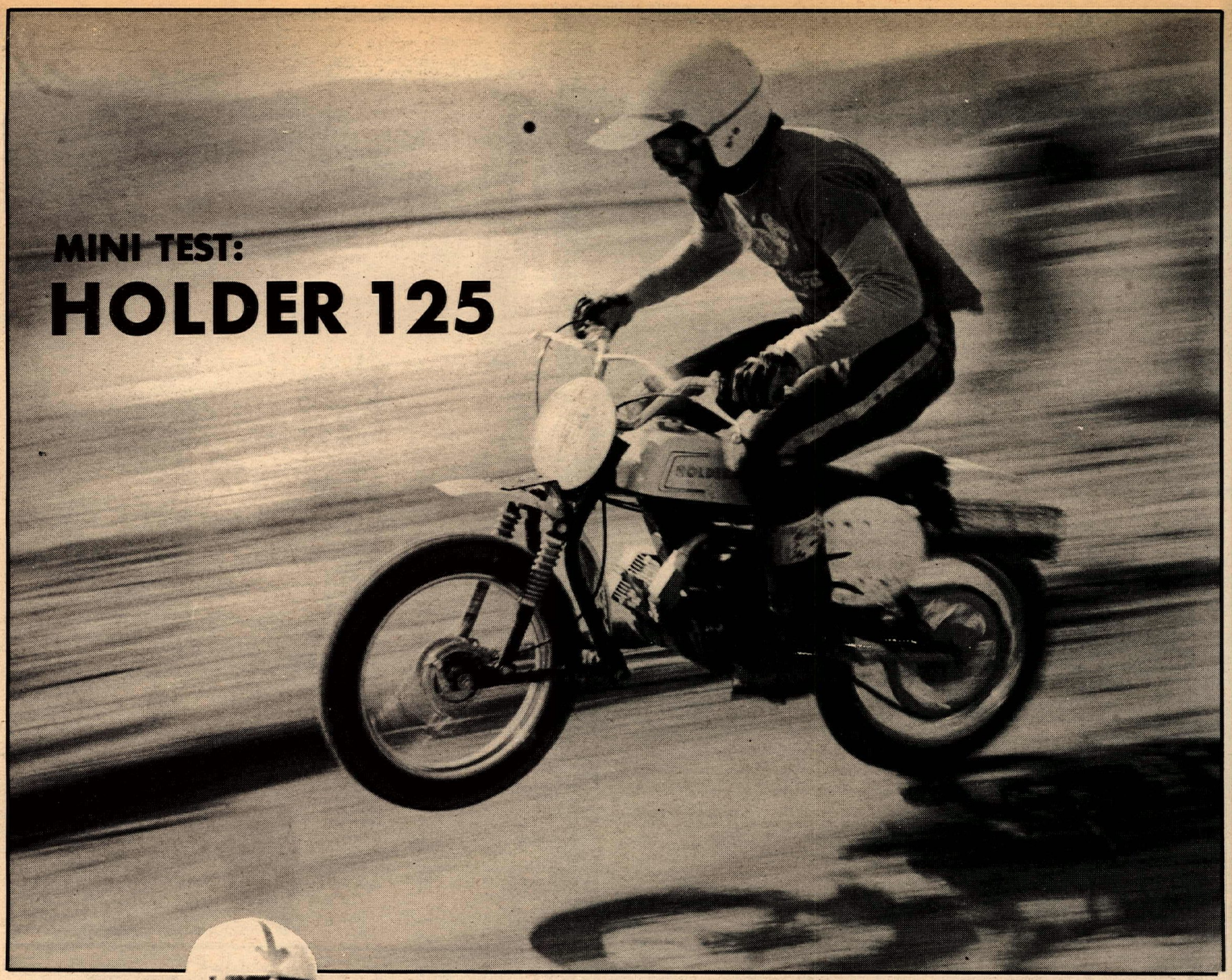


MINI TEST:

HOLDER 125



Small fry like Dennis Frizner fit the Holder well.

Quick, strong, reliable, made in the good ol' US of A, and a whole lot of fun. Mmmm, BOY!

by Paul Boudreau
Photos by Larry and Nancy Groves

This whole thing started as a favor. Shady and I were going to Indian Dunes, so I stumbled into the editor's office and said, "Hey, Shady and I are going to Indian Dunes. Anyone want we should take a test bike?"

"Sure! Take the Holder."

"The what?"

"The HOLDER!"

"What's a Holder?"

"It's a mini."

"A MINI! You want me, Bazooka Pete, winner of the 1971 Annual Southern New Jersey Amateur Motocross and Terror of the Mojave, to test a mini? Forget it!"

"Aw, come on. You can take it on the mini-bike course and blow off all the little kids."

"Hot dog! I'll take it!"

We spent the first part of our day at Indian Dunes assaulting Mother Nature with our big, he-man type bikes. Shady was his usual self, trying desperately to haul up the front end of his DT-2 so he could do wheelies like Hateley, while I, on the other hand, displayed a skill and grace that entertained the limits of motorcycling expertise, as we know it.

Around noon, we unloaded the "Molder" (by this time we had nicknamed it "Molder" because we figured it would be so slow, the tires would mold. Get it?) and drove it over to the mini-bike course.

The first thing I noticed about the Holder was it didn't have any gears. No gears, no shift, no clutch, no nuttin'. Just gas and brakes. Very basic. The motor has a belt which turns a two stage torque converter which is connected to the drive sprocket. The final drive is KCM 420 chain and a big ol' aluminum sprocket. All ya do is wick it on and off she goes.

The engine was a 125cc Tecumseh from Wisconsin. If Tecumseh knew, he'd turn over in his grave. It is basically a lawn mower engine. Pure and simple. It goes *put-put-put!*

When I gassed it, it came on like a sleepy Panda bear. The revs climbed to about 4,000 and levelled off. Dat's it. The Holder is not what you would call a tiger. The horsepower (all five) comes out in a flat curve. What's a flat curve? A roto-tiller, for example, has a flat power curve.

At the entrance to the mini-bike course, I paused to size up the competition. There were the usual numbers of squids and three or four kids who were really hanging it out. These little monsters looked to be all of 8 or 10. Infants. I would crush them.

Then Shady pointed out one little nipper who was doing full lockers in the turns. He bet me a dollar I couldn't touch the kid. Haw.

It took a few laps to get used to the machine. I've never really gone fast on one. I found I could, obviously, hold the gas on fairly far into the turns before things got exciting. I also found the brakes were bad. A healthy pull was needed to get them to work at all. I don't think a little kid would like that.

What I ended up doing was gassing it all the way down the straights and stuffing it into the turns like Half-mile. This style required some degree of co-operation from the machine. To my surprise, the Holder handled quite well.

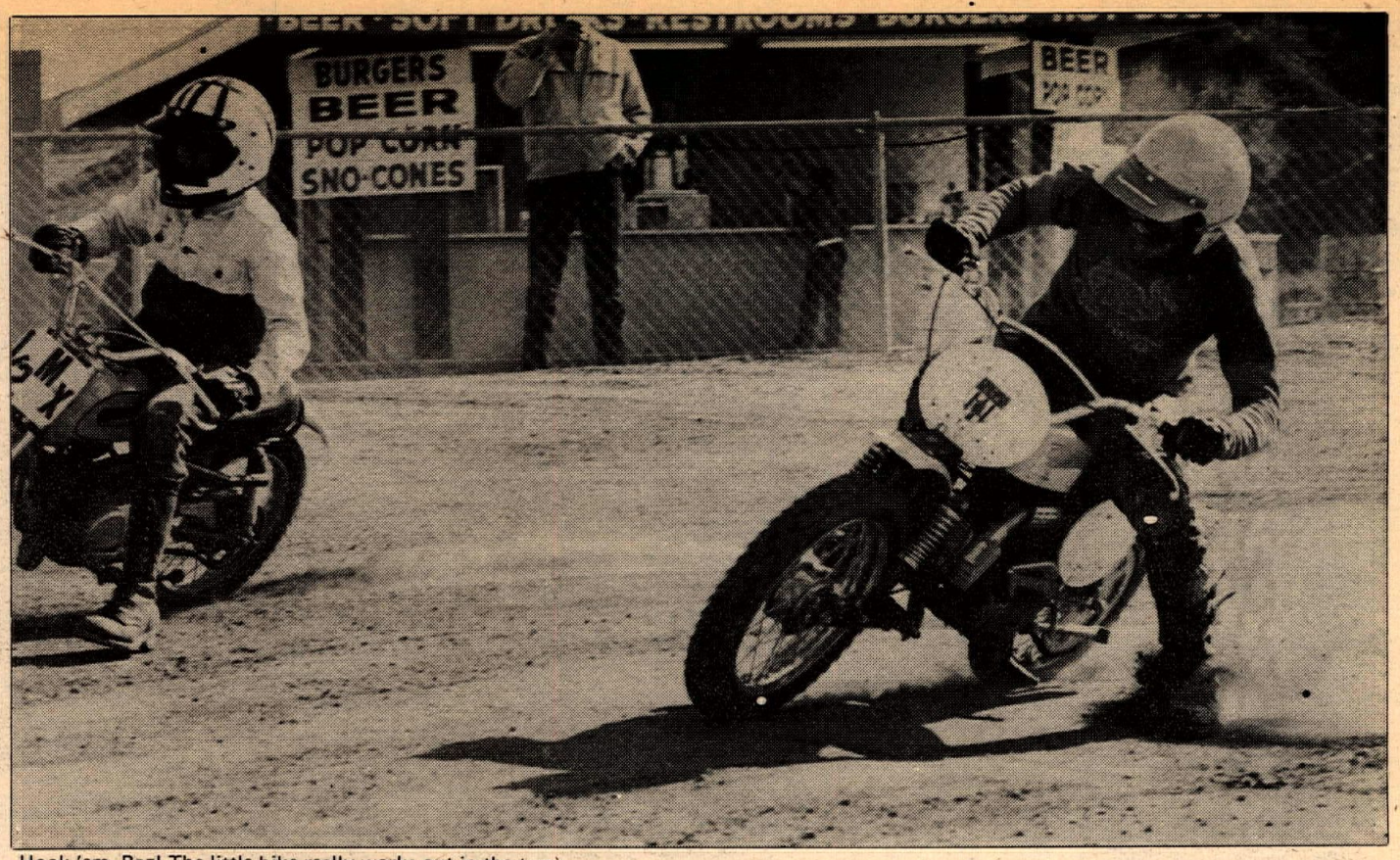
It would do everything I wanted. It seemed to get tremendous traction in the long turns. I could go in real fast and lay it way over and the little thing would just bite and bite.

By this time I was passing a lot of the kids. They would pull me something fierce on the straights, but the Holder would eat them alive in the turns. In a nutshell, it wasn't very quick but it sure could handle.

When it finally came time to go home, I had blown everyone's doors in and avenged, in a small way, all my humiliating defeats on the motocross course by the sub-teen bunch. I let one of the kids try the Holder, and he said it was neat. He liked the idea of no shift. I told him to eat all his carrots and some day he'd grow up big and strong like me and I'd get him a ride on a Rokon.

Back home in my garage I looked over the Holder. It's a well built machine. I don't think the average kid could break it. The frame is what I would call a "modified banana." Sort of a cross between a Seeley road racer and a BMW. Bizarre but strong. The front end is a leading link arrangement which also looks very strong. The whole package was put together in this country, although some stuff like the levers, tires, and other bits and pieces were imported from you-know-where.

Before I brought the bike back to the Holder people, I let everybody ride it. All the kids in the neighborhood liked it. "Super Hunky" dislikes anything smaller than a 501 Maico. My girl said, "What it lacks in power, it makes up for in being close to the ground." My dog barked at it. You can't please everybody.



Hook 'em, Baz! The little bike really works out in the turns.

This is the power plant. It develops a whopping five BHP. Starter and air cleaner are straight from the Mouse Factory. The 133 Tecumseh has many tuning possibilities but a West Bend or McCulloch would be the hot set-up.

HOLDER MOTO X 125

Specifications:

Engine	133cc 2 Stroke Single Cylinder — 5 BHP @ 6000 RPM Mfg. — Tecumseh Prod.
BHP	6 with Exhaust System
Fuel	Gas/Oil Mix
Transmission	Automatic, Belt Torque Conv.
Clutch	Automatic
Weight	115 Lbs.
Wheel Base	44 inches
Overall Length	67 inches
Seat Height	Adjustable — 25" to 28"
Ground Clearance	10 inches max. position
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David Beaman
125 NOV
Charles Langdon
Doug Drum
250 BEG
Robbie Storrs
Irving Beeman
Clifford Odom
250 NOV
Delano Hale
Mike Rufenacht
Russell Wilson
250 JR
Stephen Rhoades
Brad Lord
OPEN BEG
Earl Nichols
Robert Westgate
Marshall Zacavich
OPEN NOV
Charles Shunk
Mike Layne
Richard Weigele
OLD TIMERS
Don Mock

SCRAMBLES
Porterville Spinners
Porterville, Calif.
Jan. 28, 1973
by John Crawford/Sportphoto
50cc NOV
Derek Land Suz
David Marrs —
Mark Dynge Suz
70 NOV
Danny King Yam
Johnnie McAlester Yam
Stanley Hankins Yam
50-70 JR/EX
Jim McIntyre Ex Hon
Vern Salyers Jr Suz
Joey Bell Jr Suz
100 NOV
Mark Powers Yam
Steve Boswell Suz
Tony Beckett —
100 JR
Mike Woods Yam
Ron Hardin Yam
Rick Meumann Suz
100 EX
Jack Jones Suz
Mike Leming Yam
Jeff Bell Suz
125 NOV
Danny Johnson Yam
Wes Polhamus Yam
George Thornburg Yam
125 JR
Phillip Mascorro Yam
Jim Conway Bul
Frank Adamo Yam
125 EX
Don Andreatta Bul
Mike Keith Suz
Richard Fritz Yam
200 NOV
Danny Malone —
Bob McDaniel Bul
Randy Tompkins Bul
200 JR
Gino Galli Suz
David Pittman Bul
Ron Hardin Kaw
200 EX
Doug Garrison Suz
Bob McClure Bul
Don Roberts Bul
250 NOV
Randy Smith —
Rocky Morales Bul
Brad Baker —
250 JR
Mark Ives Oss
Allen Richards Yam
Mark Tracy CZ
250 EX
Rick Reed Bul
Bruce Baesemann Bul
Ron Tobey Yam
500 NOV
Harvey Saxby CZ
Al Stacy —
John Digman —
500 JR
Jim King Yam
Dennis McEveoy CZ
Grant Salyers Mai
500 EX

Art Carter Yam
Bill Johnson Suz
Steve Gray Suz
OPEN NOV/JR
Dennis Moore Ric Jr
James Reed BSA Jr.
Jack Roberts BSA Nov
OPEN EX
Lyle Moore Tri
Sparky Edmonston Tri
Darrell McCaulley BSA

FOUR ACES MOOSE RUN
Hare & Hound
Randsburg, Calif.
Feb. 11, 1973
by Alice Rhea
OVERALL
Tom Brooks DKW Div II
Mitch Mayes Hus Open
Mark Adent DKW Div I
Bryan Brecker CZ Open
Tom Smith Yam Open
Todd Cornish CZ Open
Allen Lund Bul 250
Cordis Brooks DKW Trail
Dave Cheney Yam 250
Bill Friant Puc Div II
Jack Knebel CZ Open
Bill Saltzman Hus Open
Bill Bogner Suz 250
AM
Phil Dawson Yam 250
Dave Lapraik AJS 250
Bill Beard Yam 250
Bill Eisele Suz Open
Heath Hibbard Hus Open
NOV — OVERALL
Jim Eveland Yam 250
Ken Evans Hus
Gary Garland Hus
Bob Williams Hus
Phil Holt Yam
Phil Grove Yam
Gino Massara Yam
TRAILBIKES
Cordis Brooks DKW
Larry Roeseler Baj
Mike Carltedge Hod
TRAIL AM
Dennis Scammell Hod
George Guiles Hod
Roger Sanderson Hod
TRAIL NOV
Doug Martin Hod
Dean Hart Hod
LITTLE KID
Tommy Walton Ind
DIV II AM
Dean Modesett DKW
Tracy Hyck DKW
Don Finey Pen
DIV II NOV
Tom Meudt Yam
Dan Klohr Puc
Louis Darling Yam
FIRST GIRL
Karty Ainglin DKW

MOTOCROSS
Escape Country Racing Assoc.
Trabuco Canyon, Cal.
Jan. 28, 1973
by Kent Nicholls
MINI 1st DAY
Mike Bennett Yam
Paul Frazier Yam
MINI BEG
Andy Northruo Hon
MINI NOV
David Rodriquez Hon
Billy Miller Hon
MINI AM
Brad Roberts Hon
MINI EX
Brad Dutoit Hon
100 1st DAY
Brian Renville Yam
Ricky Manley Yam
Greg Newman Yam
100 BEG
Mark Manley Hod
Mike Mosby Yam
Doug Florke Hod
100 NOV
Jeff Wilson Hon
Kevin Neal Yam
100 AM
John Salinsky Hod
125 1st DAY
Ron Montgomery Yam
Wesley Boniface Yam
Rich Reveles Yam
125 BEG
Dan Buie Bul
Allen Wahs Yam
Mike Lantry Yam
125 NOV
Don Wickham Yam
Mike Johnson Yam
Dave Hancock Bul
125 AM
Mike Huddleston Ric
Kelly Owen
POWDER PUFF
Nancy Daggs
Johanna Stenersen
175 1st DAY
Stacy Bell
250 1st DAY
Rick Asch
Lance Stump
Gary Petersen Yam
250 BEG
Robert Williams —
Tom Beales
Butch Daggs Yam
250 NOV
Greg Sokol Suz
Don Stenerson
Pete Smith Suz
250 AM
Mark Balzer Suz
250 EX
Larry McCarty Yam
OPEN AM
Monte Mahan Yam
OPEN EX
Ray Badham Yam
OPEN 1st DAY
Kenneth Estep Yam
Benny Delacruz
OPEN BEG
Steven Coronado Suz
Jeff Jensen Yam
OPEN NOV
Jerry Hollister —
James Bernth Bul
Mike Stell Bul

AMC Motocross
Saddleback Park
Irvine, Calif.
Feb. 10, 1973
by Scott Heidbrink
100 BEG
Mark Freeman Yam
Bob Quintin Yam
Hal Richardson Yam
100 NOV
Don Carlson Kaw
Chuck Adams Hod
125 BEG
Mike Molletta Bul
John Schmuck Bul
Dave Schmuck Suz
125 NOV
Duane Mowvey Yam
250 BEG
Marvin Masuda Hus
Mark Lauzon Oss
Kevin Cowles Yam
250 NOV
Charlie Richardson Yam
OPEN BEG
Rancon Bruner Mai
Greg Sexton
John Domoslai

MOTOCROSS
Spillway Park
Santa Maria, Calif.
Feb. 4, 1973
by Mike Anderson
100 JR
Mike Bowen Suz
125 JR
Pedro Nunez Yam
Marion Getchcl DKW
John Little Suz
125 INT
Mike Wikersham
125 SR
Larry Greer Yam
Tom Brooks DKW
Bill Keese Bul
250 JR
Greg Farris Yam
Craig Fredricks Hus
James Vaughn Suz
250 INT
Garry Concellos Suz
Mike Anderson CZ
Ron Beardsley Hus
250 SR
Martin Towne
John Grossini CZ
Stanley Clay CZ
500 JR
Dan Sears Mai
Chris Johnson Yam
Ray Jones Hus
500 INT
Craig Gilmore CZ
500 SR
Mark Blackwell Hus
Greg Higgins Bul
Mike Knopf —

CMC POINT STANDINGS
Including Feb. 4, 1973
Unofficial
Terry Trachy CZ
N. Davis
C. Bower Pen
M. Moates Mnk/CZ
M. McAdams CZ
R. Myers Bul
M. Smith Mnk
T. Croft Hod/Mai
B. Miller CZ
M. Yorba Bul
W. Sutton Bul
B. Maxwell Bul
B. Gray Mai
R. Ruckman CZ
D. Molitor Suz
B. Rhoades Hus
S. Shipkey CZ
W. Kirchner CZ
D. Eropkin Bul
H. Davis CZ
G. Parker CZ
C. Allen CZ
J. Johnston Hus
R. Peterson Pen
R. Eirstedt Mai
M. Loftus CZ

MOTOCROSS
Barstow M.C.
Lake Dolores, Ca.
Jan. 7, 1973
by Peg Cheney
100 BEG
S. Stalnaker Yam
M. Byers Yam
R. Brand Suz
100 NOV
N. Byers Yam
L. Richardson Yam
A. Halstead Yam
125-175
B. Darling Yam
1st 125 Nov.
P. Noble Yam
1st 175 Nov
J. Jacks Yam
1st 125 Ex
250
David Cheney Yam
1st Ex
B. Tarvin Suz
2nd Ex
T. Nelson Yam
1st Nov
OPEN
S. Haislip CZ
1st Ex
J. Vissering CZ
2nd Ex
D. Hill CZ
1st Nov
S. Rinker Yam
2nd Nov

MOTOCROSS
San Manuel MX Park
San Manuel, Ariz.
Feb. 4, 1973
by Maxine Morrow
100 NOV
David Holmes Hod
Scott Jensen Hod
Dayton Wandersee Hod
125 NOV 1st DIV
Roger Lewis DKW
Mike Gardner YaM
Leroy Klastz Hus
125 EX
Johnny Brown Suz
Steve Watmore Yam
Mike Goodrich Hus
250 NOV 1st DIV
Layne Hanna Puc
Tim Kelly Bul
Steve Derrick CZ
250 NOV 2nd DIV
Ron Elmer Yam
Albert Hensling CZ
George Parker CZ
250 EX
Sam Redman Suz
Kent Hardy CZ
Jeff Billotte Yam
OPEN NOV
Steve Strasser Yam
Doug Black CZ
Phil McGill Duc
OPEN EX
George Daiber Yam
Ivan Russell Mai
Paul Lax
MINI (Spoke)
Jeff McDade Suz
Richard Varner Hus
Cliff Hagen —
MINI (Solid) —
Wade Early Mai
POWDER PUFF
Connie Orton
Jannie Cox
Tamara DeAngelis
BUDDY RACE
Steve Strasser
Jeff Billotte

AME MX
Indian Dunes
Valencia, Calif.
Feb. 10, 1973
by Tom Corley
125 JR
Mark Rooke Mon
Mike Lacy Suz
Martin Gtoey Pen
100 JR
Kirk Harris Yam
Tom Corley Hod
Paul Needle Ind
100 INT
Lance Harnak Bul
250 SR
Peter Lamppu Kaw
Gary Huber Mai
Greg Robertson CZ
250 INT
Paul Nesse Mai
250 BEG
Gary Bower CZ
500 BEG
Roger Booth Yam
OLD TIMERS
Paul Clark Mai
Bill Todd Mai
Gene Park CZ
125 SR
Bob Messer Pen
Will Harper DKW
Gene Cannady Suz
500 JR
Tim Imhoff Suz
500 INT
Jeff Szueber Yam
500 SR
Ken Ratzloff DKW
Steve Rausch Bul
Jean Ramsey Yam
100 BEG
Jeff Lane Hus
Ron Hurricutt Suz
Karl Reinecker DKW
125 BEG
Doug Sturgeon CZ
Jeff Harkins Hus
Jeff Christensen CZ
250 JR
Ellis Robertson CZ
Richard Smith Mai
Loyd Joines Yam

MOTOCROSS
Arizona Desert Raceways
Phoenix, Ariz.
Jan. 21, 1973
by Mike Murphy
MINI
John Borgman Hus
Vic Darilek Hus
Steve Gehrke Hus
POWDER PUFF
Teri Kezar
Carole Bulitta Hus
Barb Keeme Hus
100 NOV
Tom Bruemmer Hus
Dwight Bishop Hus
Gary Rose Hus
125 NOV
Tom Warren Hus
Tom St. Peter Hus
Mark Clark Hus
125 AM
Gary Tussing Hus
John McCurry Hus
Brian Goodby Hus
125 EX
Darryll Tussing Hus
Gary Hickerson Hus
Jeff Sweet Hus
250 NOV
Doug Wright Hus
Mario Vigil Hus
Scott Anair Hus
250 AM
Jim Lawerence Hus
Ronnie Kennedy Hus
Lee Noblitt Hus
250 EX
Chuck Lampe Mai
Bob Warton Hus
Eric Blatt Hus
500 NOV
Bob Lewis Hus
Lowell Green Hus
Mike Mudron Hus
500 AM
Barry Noblitt Suz
Dave Anderegg Hus
Dave Dietzel Hus
500 EX
Stan Foster Bul
Ron Cowles Suz
BUDDY RACE
Mike Mudron/
Harry Calahan Kaw
Fritz Holly/
Mike Shannon Yam
Mario Vigil/
Duell Hon
AME MX
Indian Dunes
Valencia, Calif.
Feb. 11, 1973
by Tom Corley
250 INT
Bill Sherman CZ
Jeff Osborn CZ
Arthur Grajada Yam
250 SR
Richard Franklin Yam
Robin Clark CZ
Shane MacDonald CZ
500 JR
Bob Davis CZ
Richard Kelsey CZ
500 SR
Larry Watkins CZ
Bob Callium CZ
100 JR
John McGregor Hod
Rick Reihms Hon
100 INT
Don Bridges Pen
125 JR
Mike Calablibetts Mnk
Dave Krikac BHL
Alan Kaun Yam
125 SR
Larry Watkins Ric
125 INT
Robert Elliott Mnk
Bob Harcouter Yam
250 JR
Bob Berry Yam
Dave Martinez CZ
Richard Smith Bul
250 BEG
Larry Jones Bul
Tom Manning Yam
Dennis Buckley Suz
500 BEG
Steve Talbert Yam
Bruce Burnett Mai
Ed Winn Kaw
100 BEG
Gary Denton Yam
John Monaillo Hon
K. Bill Harer Yam

MOTOCROSS
Baymare
Moorpark, Calif.
Feb. 11, 1973
by Art Cox
125 NOV
Alex Solis Hod
Bill Wilbur Hod
250 NOV
Bill Turner Bul
250 INT
Chris Brooke
250 EX
Jeff Zumwalt Mon
OPEN NOV
Dan Coffman Hus
OLD TIMERS
Bill Todd Mai
Jim Burgess —

CMC MOTOCROSS
Carlsbad Raceway
Carlsbad, Calif.
Feb. 11, 1973
By Creative Images
100 JR
Ron Mendoz Hod
Cookie Moore Yam
Alex Magana Yam
125 JR I
Vern Taniguchi Mnk
Jeff Mauris Bul
Dave Westhover Pen
125 JR II
Rich James Pen
Tim Iufer Bul
Marcus Schoon Pen
250 JR I
Robert Lunt Yam
Charles Galea CZ
Greg Cade Hus
250 JR II
Drew Nelson Yam
Ray Macias CZ
Jeff Deal Bul
250 JR III
Dennis Froehleich Yam
Ken Herkimer Yam
Loren Hall Gre
500 JR
Guy Erickson Mai
Don Miguel CZ
Kevin Rodgers Mai
125 INT
Mike Tague CZ
Dave Eropkin Bul
Ralph Peterson Pen
250 INT I
Greg Poole Mai
Terry Judd Yam
Tom Hague Hus
250 INT II
Bill Conroy Mai
Ron Bandy CZ
John Petty Mai
500 INT
Wayne Kirschner CZ
Barclay Miller CZ
Ronne Frozza Mai

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New York, New York
February 5, 1973
FAST QUALIFIERS
Rick Hocking 8.77 Yam
Mike Johnson 8.78 Oss
Gary Nixon 8.82 Bul
Al Kenyon 8.83 Bul
John Gennai 8.83 Bul
SEMI WINNERS
Kidd Bul
Hocking Yam
Roberts Yam
TROPHY DASH
Hocking Yam
20 LAP FINAL
Ken Roberts Yam
Rick Hocking Yam
Mike Kidd Bul
Steve Dalgarno Bul
Bill Schaeffer Bul
John Gennai Bul
Al Kenyon Bul
Gary Tonda Oss
Don Castro Yam
Darryl Hurst Oss
Mike Johnson Oss
Pat McCaul Oss

MOTOCROSS
De Anza Cycle Park
Moreno Valley M.C.
Feb. 3, 1973
by Keith Patten
MINI 60 BEG
Lloyd Lawrence
100 BEG
George Forte
Tom Carranza
125 BEG
Brian Everington
125 JR
Don Marino
175 BEG
Steve Owensby
250 BEG
Chuck Joslin
Gerald Lawrence
250 JR
CLiff Falls
OPEN BEG
Fred La Ferney
OPEN JR
Jim Francis

125 EX
Ken Buirley DKW
Chris Grodzicki Hus
Terry Clark H-D
250 EX
Terry Clark Hus
Bill Gray Mai
Rick Ruckman CZ
500 EX
Mark Blackwell Hus
Bruce Torbett Hus
Tilson Shumate Suz

MOTOCROSS
De Anza Cycle Park
Moreno Valley M.C.
Feb. 3, 1973
by Keith Patten
MINI 60 BEG
Lloyd Lawrence
100 BEG
George Forte
Tom Carranza
125 BEG
Brian Everington
125 JR
Don Marino
175 BEG
Steve Owensby
250 BEG
Chuck Joslin
Gerald Lawrence
250 JR
CLiff Falls
OPEN BEG
Fred La Ferney
OPEN JR
Jim Francis

CRC MOTOCROSS
Feb. 3, 1973
Arroyo Cycle Park
by The Shadow
100 BEG UNDER 16
Gary Scheidler Yam
Larry Wilkerson Hod
Jay Powell Hod
100 BEG
Kent Lothringer Kaw
Terry Heald Hon
Robert Gabbert Hod
125 BEG UNDER 16
Daniel Wade Jr. Yam
Rob Roper Yam
Norman Potter Yam
125 BEG
Pete Hall Yam
Bill Durham Suz
Mark Broadhead Yam
250 BEG
Jack Myers Yam
David Kampling Bul
Gary Riphagen Yam
250 BEG UNDER 16
Mark Lansford Mai
Mike Shaffer Yam
Mark Sakabe CZ
OPEN BEG
James Bell Hus
Mike Barton Yam
125 NOV
Dennis Rose Car
Mike Kooiman Mon
Larry Stacy Yam
250 OPEN NOV
Roy Holsheimer CZ
Ken Tekut Suz
Bill West Oss
250 INT
John Kraus CZ
Michael Ruby CZ
Bob Stabile Hus

SHORT TRACK & HHALF-MILE
Corona, Calif.
Jan. 31, 1973
by Elaine Jones
MINIBIKE/CYCLE
Keith Baker Hon
Ronnie Hattendorf Hon
Greg McKenzie Yam
MINICYCLE
Mark Scroggins Hon
Doug Patterson Hon
Shawn Richey Hod
SHORT TRACK
100 NOV
Greg Scroggins Kaw
Roger Dehne Kaw
Richard Shook Yam
100 AM
Jim Wood Kaw
Don Tallman Kaw
Rick Younger Yam
100 EX
Robert Murray Kaw
Brian Haycock Kaw
125 NOV/AM
Richard Boone Yam
Mitch Wissner Pen
Frank Ridlon Yam
250 NOV I
Brian Garcia Yam
Mike Larkey Yam
Bob Byars Bul
250 NOV II
Steve Borden Bul
Jim Little Bul
Joe Pennington Bul
250 AM
Denis Ray Porter H-D
Terry Fisher Bul
Dave Lujan Kaw
250 EX
Brad Holt Yam
Gary Davis Bul
Jeff Sexton Puc
OPEN NOV/AM/EX
Mark Revels Yam
Gary Davis BSA
Brad Holt Yam
HALF-MILE
100 NOV
Steve Sisco Kaw
Pat Richmond Kaw
John Matherson Yam
100 AM/EX
Vince Mead Kaw
Steve Lyons Suz
Doug Westly Kaw
125 NOV/AM/EX
Steve Okuda Gem
Rick Boone Yam
Mitch Wissner Pen
250 NOV I
Brian Garcia Yam
Steve Borden Bul
Bill Barning Yam
250 NOV II
Bob Byars Yam
Mike Larkey Yam
Clyde Dennen Bul
250 AM
Gary White Yam
Rex McLeod Yam
Dave Lujan Kaw
250 EX
Nick Voze Suz
Brad Holt Yam
Allen Watson Yam
OPEN NOV/AM/EX
Scott Erickson BSA
Brad Holt Kaw
Bobby Butt Yam
OPEN EX
Randy Bailey Yam
Walt Foster Yam
Mark Revels Yam

UTAH SRA-AMA DIST. 26
1972 SEASON POINT STANDINGS
by Terry Newfarmer

No.	Name	Pts.
1.	Ken Archibald	54,315
2.	Dave Spencer	43,230
3.	Peter Crandall	41,320
4.	Kerry Fowler	38,915
5.	Terry Larsen	34,960
6.	Calvin Crosby	30,540
7.	Preston Gerber	30,050
8.	Eric Gray	30,050
9.	LaMar Walker	29,115
10.	Tony Jacobs	27,430
11.	Jerry Hill	25,220
12.	Dick Young	25,005
13.	Adrian Nebaker	24,765
14.	Del Brown	24,620
15.	David Blaylock	22,710
16.	Victor Lucero	21,625
17.	Bill Hardman	20,055
18.	John Harrelson	19,545
19.	C. Lamont Burningham	19,530
20.	Larry Butcher	19,205
21.	Rex Bennett	17,300
22.	Craig Williams	16,540
23.	Gordon Clark	16,440
24.	Norman Parcell	16,275
25.	Mel Kimball	15,790
26.	Frank Meyers	15,585
27.	Mike Droscher	15,460
28.	Phillip Bernard	15,425
29.	Kevin Croft	14,500
30.	Phillip McDonald	14,470
31.	Don Fuller	14,405
32.	Ronald Murri	14,075
33.	Vann Larson	14,030
34.	Larry Turpin	14,000
35.	Tom Dickerson	13,735
36.	Jon Henry	13,630
37.	Vincent Granado	13,600
38.	Todd Harrison	13,590
39.	Steven Snow	13,475
40.	Randy Sundin	13,290
41.	Charles Reid	13,185
42.	Robert Best	12,450
43.	Randall Lindsey	12,370
44.	Dennis Packard	12,225
45.	Craig Snow	12,225

RESULTS

BARSTOW M.C. MX
Lake Dolores, Calif.
Feb. 4, 1973
by Peg Cheney

100 BEG
S. Stalnaker Yam — Yam
M. Byers — Yam
R. Brand — Suz

100 NOV
N. Byers — Yam
L. Richardson — Yam
A. Halstead — Yam

125-175
B. Darling — Yam
P. Noble — Yam
J. Jacks — Yam

250
David Cheney — Yam
B. Tarvin — Suz
T. Nelson — Yam

OPEN
S. Haislip — CZ
J. Vissering — CZ
D. Hill — CZ
S. Rinker — Yam

MOTOCROSS
Oasis Raceway
Jan. 28, 1973
by Terry Sloan

100 NOV
Mike Marshall — Hon

125 NOV I
Donald Davis — DKW

125 NOV II
Tom Walton — Bul

125 AM
Mark Johnson — Puc

125 EX
Charlie Marshall — Zun

250 NOV I
Kevin Sinclair — Mai

250 NOV II
Pete Demas — CZ

250 AM
Danny Anderson — Hus

250 EX
Hart — CZ

OPEN NOV I
Rick Sutton — Mai

OPEN NOV II
Jerry Fracchia — Mai

OPEN AM
Billy Rainer — Mai

OPEN EX
Charlie Marshall — Mai

Barstow M.C. Motocross

by Peg Cheney

LAKE DOLORES, CAL., Feb. 4, 1973 – What you want is what you got at Lake Dolores, meaning beautiful weather, perfect track conditions, and a bunch of bikers ready to go.

The 100 Beginners started off with Steven Stalnaker (Yam) taking charge for the overall win. Mark Byers (Yam) took second in his first race after recovering from a broken leg, and Rod Brand (Yam) recovered from a spill in the second moto to hang in there for third.

Norman Byers (Yam) dominated the 100 Novice class with some really good riding to pull down all three motos. His closest competition, Bennie Vallejos, (Yam) seized his engine in the second moto and was out for the day. Leroy Richardson (Yam) battled his way in to second with Albert Halstead (Yam) taking third place honors.

The 125-175 combined class had Jim Jacks (Yam) on a handicapped start as the only Expert in the field. The first moto had to be restarted after one racer tangled with the rubber band and there were a couple of falls just after the start.

Butch Darling (Yam) got off to a flying start on all three motos but was overcome on the first by a hard-charging Jacks. The second moto had Darling and Jacks wheel to wheel at the finish with Darling barely edging Jacks out. For the third, the flying Novice, Darling, wasn't about to be caught. 175 Novice Pat Noble (Yam) held thirds all the way so it was Darling first 125 Novice, Jacks 125 Expert and Noble first 175 Novice.

Butch Tarvin (Suz) and David Cheney (Yam) were handicapped Experts in the 250 class. Cheney took the field to jump into first place by the end of the first lap of each moto with Tarvin giving him hot competition, especially in the first moto. Tarvin fell in the second and couldn't make up his lost time. Second in this one was taken over by Jack Kelly (Yam) as James Clemens Jr. (Yam) took third. The third moto had Tarvin having bike problems leaving Cheney first, Kelly second and Tom Nelson (Yam) third. Added points gave Cheney first Expert, Tarvin second Expert and Tom Nelson his first trophy for first 250 Novice.

By the time the Open class went into their motos, the weather was getting about as hot as the racing. Three Experts were handicapped on this one. Scott Haisly (CZ), Jim Vissering (CZ), Kenny Green (CZ). Tom Cooper (Yam) got off to a good lead in the first two motos followed by Steve Rinker (Yam) and a very much improved Dennis Hill (CZ). Haisly managed to pick them all off in each moto. Coopers bike blew in the second moto and Rinker fell, costing him dearly. The Open class ended with Haisly first Expert, Vissering second Expert, Hill first Novice and Rinker second Novice.

It seemed just about everyone entered the fun Buddy race, which was taken by the Tarvin-Cheney team.

Lake Dolores is looking forward to an Old Timers class (life begins at 40) which will be limited to 125cc or less. You so-called old timers bring out your bikes or borrow one and give it a try. They promise to run if only ten show up. So what could give someone a mighty good chance at a trophy!

Next race date – February 18th.

Could this be Bazooka Pete and his new off-road four-wheeler? Photo by Art Cox.

NORRA PARKER DAM 500

by Jim King

PARKER, ARIZ., Feb. 11, 1973 – Rick Owens and Danny Davis piloted a 1969 Yamaha 250 to victory as first bike and, at this point, what looks like a second overall in the Parker Dam 500 mile cross-country race sponsored by the North American Off-Road Racing Association. First 125 was a DKW with Jack and Leo Froehlich aboard. Rick and Danny were over an hour ahead of the next motorcycles.

Another motorcyclist, Malcolm Smith, stayed in a four-wheeler and won overall with a solo ride in a Desert Dynamics dune buggy. Malcolm was hit by another rider on a motorcycle, not competing in the race, as he was going out on the last loop. He picked up the injured rider and took him back to the check for medical attention. Malcolm lost about 10 minutes and still managed to finish first overall. Complete results next week.

SANTA ROSA INDOOR
Santa Rosa, Calif.
by Bill Spencer
Feb. 2, 1973

250 EX B
Terry Oten — Bul
Jim Coates — Yam
Mark Smith — Yam

250 EX A
Mike Kalamaras — Bul
Mike Allen — Mon
Ron Kole — Oss

250 JR
Sal Versaggi — Oss
Mike Kasso — Bul
Bob Clesson — Oss

250 NOV B
John Nunnes — Yam
Dan Contreras — Bul
Brian Brown — Bul

250 NOV A
Pete Finney — Yam
Steve Partridge — Yam
Chuck Doxiour — Yam

200 EX
Denne Kalamaras — Bul
Dane Yarrow — Yam
Mike Rizzuto — Kaw

200 JR
Byron Robeck — Bul
Wayne Boyd — Yam
Ron Baxman — Yam

200 NOV
Sal Hofman — Oss
Bob Gomez — Yam
Ed Perry — Bul

125 JR
Chris Hudson — Bul
Kevin Sinclair — Yam
Andy Whitaker — Bul

125 NOV
Lance Carter — Hon
Rick Silva — Ind
Jon Yoshizumi — Bul

100 NOV
Fred Faltersack — Hod
Brian Hanly — Hon
Al Wood — Hon

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Advertisers Index

ACE 34
ACK Products 14
A.P. Rentals 39
Action Cycle 47
Alhambra Yamaha 45
Alley Off-Road Cycle 21
Alsport 28
American Motocross Club, Inc. .... 34 & 29
American Motocross Club South 33
American Motocross Enterprises .. 34 & 35
American MX (Monarch) 14
American MX (Penton) 39
American MX (Maico) 32
American Riders Supply 32
Arnaco 19
Arroyo Cycle Park ..... 35 & 13
Ascot Park 35
Bagnall Publishing 28
Gary Bang 46
Bassani Manufacturing 32
Bay Area Bultaco 21
The Bike Shop (Orange) 32
The Bolt King 14
Buddha Enterprises 41
Bultaco American 32
Burak-Bye Products 20
C & J Precision Prod. 29
C & M Specialties 14
CMC 34
CRA 35
CRC ..... 34 & 35
Carabela Motorcycle Corp. 32
Chaparral MC 34
Cole Brothers 45
Competition Cycle Products 21
Competition Cycles 14
Competition Cycle Prod. 21
Competition Dynamics 21
Cook Cycle & Marine 21
Cooper Motors 11
Corona Raceway ..... 34 & 35
Crowell Cycle 45
Cycle Mart 29
The Cycle House 18
Cycle News
Subscription Info 6
Cycle Parts 33
D & S Motorcycle Carriers 28
Darkhorse Kolor 21
Jim Davis 33
Desert Racing Association 36
Dirt Bike West 33
E.T. Cycle Sales 14
Endura Vitamin Distributors 33
Escape Country 29
Gannoss Eng. 33
Glendale Yamaha 41
HRL Lubricants 32
Torsten Hallman Racing, Inc. 39
Hascott Eng. 29
Helmet House 25
Hercules Distributing 28
Hockies 46
Hooker Headers 32
House of Handlebars 41
Jim Hunter Motorcycle Repair 46
ITRA 47
Indian Dunes 36
Irwindale Raceway 37
J & J Motors 39
J.W. Jeffries 29
John's Racing Cycles 28
Kar Cycle 46
Kendick Eng. 29
Klocker Sales & Service 32
Lampro 29
Guy Louis Motorcycle 46
McLaughlin/Motors 28
Melody Mufflers 41
Mettco 39
Mid-Valley Cycles 39
Mission Hills 21
Motorcycle Institute 32
Motorsport (Baymare) 25
Muntz Cycle Park 20
Nick Nicholson Motors 32
Norco Little League 34
OCMC 9
Oak Hill Wheel World 25
Ocelot Eng. 28
Old Timers MC 32
Orange County Cycle West 47
Othman Distributing 32
Otto's Cycles 41
Penton West Inc. 32
Mike Plunkett — Osteen Bike Park 31
Pomona Valley Desert Riders 36
Poppy 24
Precision Cycle 47
Premier Yamaha 39
Preston Petty 15
R.P.M. Motorcycles 33
Racer Products 28
Randy's Cycle Shop 41
Rawhide Park 35
Revell 21
Richard Miller Motorcycles 28
SRA 36
Saddleback Park 29
Scramblers Motorcycles 33
Scuderia 46
Selby Motors 14
Malcolm Smith 20
Smuggler Trailers 20
So. Bay Motorcycles/Redondo Bch. 17
So. Nevada Jackrabbits 12
Steve's Bultaco 47
Suzuki — El Monte 39
TC Lubricant 28
T & O Yamaha 20
Tillman Sport Center 47
Tiger Dist. 33
Torco Oil Co. 16
Town & Country Cycle 47
Triumph/Suzuki Pomona 28
Trophy Cycle 14
URA 24
Vallewide Catering, Inc. 33
Webco Inc. 24
West Coast Training Service 33
Westminster Sportcycle 33
Wheel Clinic 33
Wheelsmith Engineering 33
Whittier Honda 33
Yamaha ..... 48 & 23
Yamaha of Corona 33
Yamaha of El Monte 47
Yamaha of Fontana 28

the continuing adventures of Motocross Cat

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OH, FOR WARM SUNNY DAYS!

A COLD RACE DAY AT MUDBACK PARK!

BRRRR BRRRR BRRRR

TEN DEGREE TEMPERATURE WITH A 40 MILE WIND! CHILL FACTOR OF MINUS 30°!

WELL, I'VE HAD ENOUGH!

I'VE GOT ENOUGH OLD TEE-SHIRTS AND SWEAT SHIRTS IN HERE TO KEEP THE RUSSIAN ARMY WARM!

MX CAT RACIN' TEAM

STP

SIGH! THAT'S MORE LIKE IT!

LATER: WHERE IS MX CAT? HIS HEAT IS NEXT!

21

HEY, HOLD UP! MX CAT'S NOT HERE!

CAT OR NO CAT-THIS RACE IS GOING TO START!

THE HEAT IS STARTED-WITHOUT THE CAT!

WOT'S THAT?

HELLLLLP!

PORT A CAN

Jan 29, 73 Tony Bell

WITH ALL THOSE CLOTHES ON, HE GOT STUCK IN THE PORT-A-CAN!

HEY!

All you motorcycle bums who ever griped about government restrictions on land use:

HERE'S YOUR CHANCE TO DO SOMETHING

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Monterey ORV Subcommittee
C/O 60 Talbot St.
Salinas, Cal. 93901

I thank you. My mother thanks you. And best of all, my DOG thanks you!

We the undersigned being residents of the State of California are opposed to any closure of the Marina Beach sand dunes located on the Marina, California coast line.

Name & age	Address	Date

Billy Barkfeather sez: "Today, save the sand dunes! Tomorrow you can subscribe to Cycle News."

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1971½ C.Z. 250. PLASTIC TANK & front fender, Konis, Akronts, Mikuni, new tires, Filtron, really trick, runs great, $700.00. (213) 899-8621.

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Better than new, Preston Petty fenders. Must sacrifice, $50.00 and take over payments. (213) 699-8237.

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Fresh engine and trans., fiberglass tank, chrome moly handlebars, never raced, $450.00. Must sell. (213) 962-7396.

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Akronts, Konis, E.C. Birt ported, custom expansion chamber, Filtron, new chain, heavy duty spokes, clean and dependable, $450. (213) 633-4750.

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Akront rims, Wheelsmith brake & pegs, carb. kit, stock, alloy, & AMX tanks. Excellent condition, American Motocross prepared, $1250.00. Ray, after 6:00 p.m. (714) 544-9097.

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1971 PUCH MX, many extras, xlnt. cond., $400.00. (213) 397-6489.

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Flywheel, mag, Girlings, cylinder, ORVR, sharp, $700 cash. (714) 796-2706.

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Clean, excellent condition, Konis, all tools, extra tank and pipe, new tires. Must sell, price can't be beat, $800.00. After 5:00 p.m. (213) 282-7951.

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Griffon 250 desert or motocross. Ceriani forks, Girlings rear, Conical hubs, desert tank, extra gearing, in storage 15 months, good condition with a cheapo price. After 6 p.m. (213) 425-6908. Financing available.

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Reed porting, using DH reed kits, most makes. Bultacos a specialty. Mike Sinnott's Cycle Specialtys, 5734 Plateau Dr., Felton, Cal. (408) 335-7248. (6/3x)

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Dependable MXer; competition set-up, plus all stock parts. Well taken care of, must sell, $550.00. (714) 453-1884.

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Trick ported, very fast, excellent condition, lots of extras, must sell, $725 or take any reasonable offer. (213) 823-2220.

'70¾ SACHS, Curnutts, Akront rims, extra engine, plus more, $395.00. (714) 636-0188.

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'70½, 350cc Big Horn single cylinder, 2 cycle. Street legal, new coil, excellent running condition, must sell, only 2,500 miles — $425. Call (714) 830-4521.

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'71 YAMAHA 360 ENDURO. Desert ready, Akront, Montesa fork, $450.00. Call (213) 398-8980.

'71 YAMAHA 175. 21" Akront, chamber, spark arrestor, silencer, Webco fork kit, ported, Filtron. Also street equipment, $390.00. Call (213) 398-8980.

'71 BULTACO PURSANG 250
34 Mikuni, Curnutts, 350x21, desert tank, skid plate, $550.00. (213) 288-4418.

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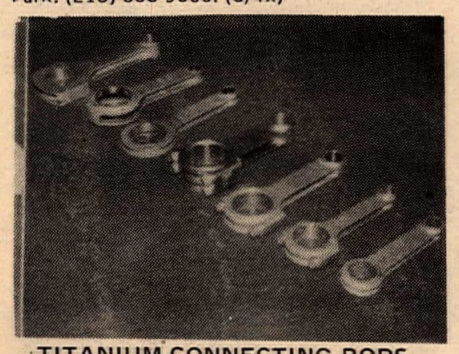

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'72 Suzuki 400 MX, 10 mos. old, and has sat for 9 mos. New — 4" rise, Moly bars, 4:50x18 rear, Konis, quick throttle, special down pipe (Wheelsmith), 2 lb. flywheel, plastic tank, frame lowered (Wheelsmith), rings; Poppy plus stock, bars, tank & pipe. $750.00 or take over loan of $45.11 a month. "Serious inquiry only"!! Ask for Leon — bike is in mint cond.!! (213) 433-9549. (6/2x)

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Opening for highly qualified mechanic at progressive Honda/Kawasaki dealership. Excellent pay and benefits. Call or write: Bob Niemann for appointment. Tri City Cycle Center, 9041 Katella Ave., Anaheim, CA 92804. (714) 821-4710. (TFN)

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LATE '72 250cc DT2 MX
Konis, Ceriani forks springs, plastic levers, 36mm Mikuni, enduro head, Filtron, ported, new frame, very low mileage. $700.00 or best offer. After 6 p.m. (213) 547-2375.

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Currently set for dirt, new top end, new 4:50 knobby plus chamber. Just bought '73 license, will include all stock equipment which originally came with bike. $595.00 or best offer. After 6 p.m. (213) 885-0876.

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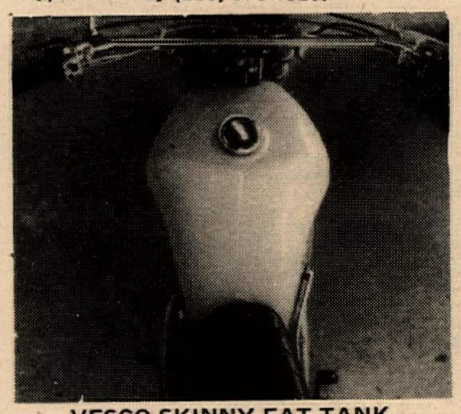

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HUSKY Enduro tank, 5 gallons, $50.00. Also RJ spark arrester and silencer, $10.00. (707) 224-8912.

TD2B PARTS: Matched barrels, pistons, heads, complete crank assembly, manuals and other goodies. Also, complete DS6 engine. Everything goes for $275.00. Weekday evenings (415) 323-2387.

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Free proofs. If you got past check point 4, I probably have a great picture of you. Send your name, address, bike number to John Daak, 8942 Brunswick, Riverside, Ca. 92503.

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'70 DESERT READY 250 CZ. Top cond., major overhaul by shop. Mikuni, Akronts, etc., $600. Orig. owner. (714) 582-1825. 4115 Donna Ave., San Diego, Ca. 92115.

'71 HUSKY 250. 204 LBS., works barrel, 2 bar, 2 tanks, many spares & tools. Not thrashed, clean and fresh, $750.00. Call after 6:00 p.m. (714) 525-9706.

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1967, 500cc dirt-street, original and excellent condition. Best handling small Triumph ever, '73 tags, $550.00. (213) 761-4653 or 274-6773.

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1973 Greeves Griffon, 250cc, new condition, $750.00. (213) 375-6240.

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Trelleborgs, Akronts, trick porting with 34mm Mikuni, Konis, glass tank, immaculate, must see to appreciate, $975.00. Ask for John after 6 p.m. (213) 576-2781.

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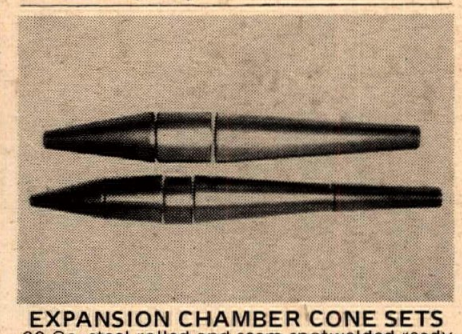

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1 day sale, Saturday, Feb. 17th, 9 a.m. to 6 p.m. at Suzuki of Van Nuys, 16141 Sherman Way, Van Nuys, Calif. New light weight racing jerseys, $3.95 or heavy weight nylon, $4.95. Your name, bike logo, racing number, etc. slight additional charge. (213) 994-2800 or 994-2882. (5/2x)

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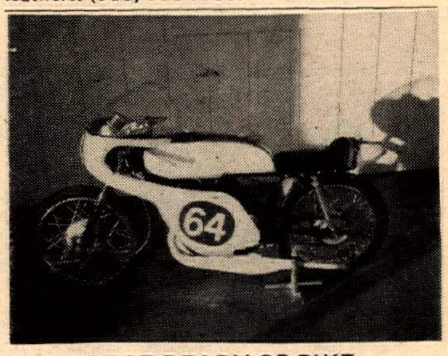

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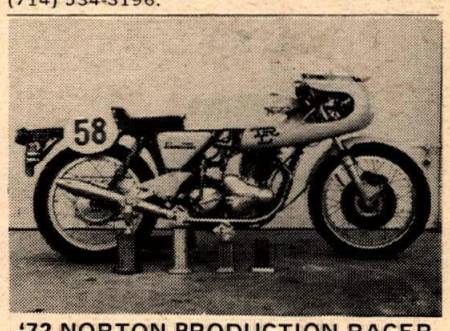

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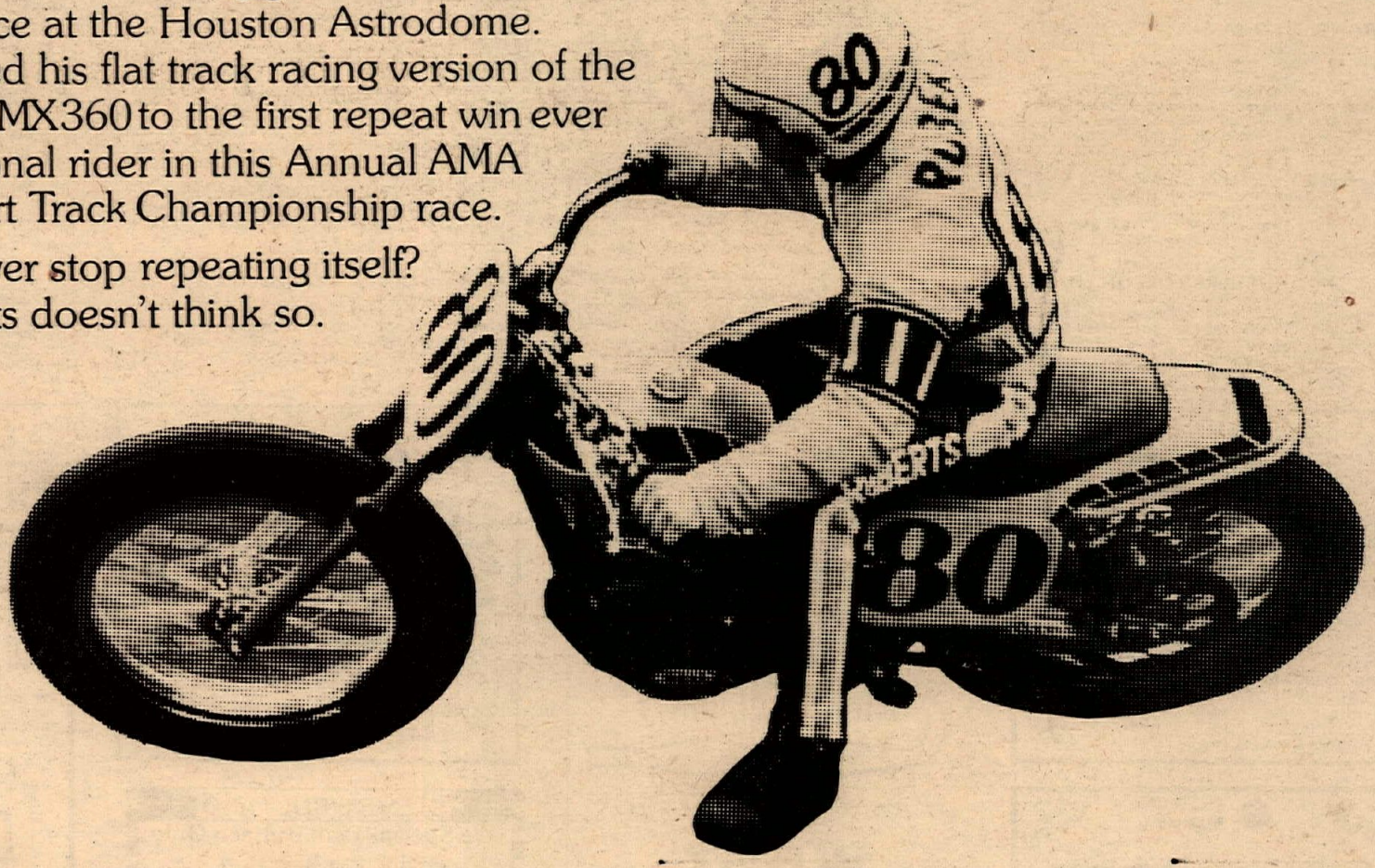
Will history ever stop repeating itself? Kenny Roberts doesn't think so.